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American Railroad Journal.

New York Saturday, September 16, 1871.

FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY.

IN DENOMINATIONS OF \$1,000 \$500, AND \$100, can now be had from the undersigned or through the principal banks and bankers of the United States. The attention of investors is invited to the merits of these bonds, secured by a first and only mortgage on the road, equipments, franchise, and property of a trunk line of railroad which will shorten the distance between New York and San Francisco some 230 miles, and in addition the mortgage to secure the bonds covers a land-grant of 1,500,000 acres of the most fertile land in the West, which is prohibited from being sold at less than four (\$4) dollars per acre by the terms of the mortgage deed, and according to the present market price of the Illinois Central Company's lands is worth \$18,750,000. This loan was originally for \$5,500,000, but has been largely reduced by subscriptions of actual investors.

The remaining balance of the loan is offered at 97½ and accrued interest, but the right is reserved to advance the price at any time, without notice.

The bonds have thirty years to run; bear 8 per cent. interest, payable in New York, London or Frankfort-on-the-Main, at the option of the holder, without notice, free of taxes. BOTH PRINCIPAL AND INTEREST ARE PAYABLE IN GOLD. They are Coupon Bonds, but can be registered with the coupons on, or can be registered with the coupons off, and interest paid to registered owner. Interest payable Aug. 15 and Feb. 15. A liberal sinking fund, formed from the entire land sales, in payment for which the bonds will be received at par and accrued interest, provides for the early extinguishment of this loan.

Trustees—Farmers' Loan and Trust Company. These bonds offer favorable inducements to parties desiring to fund their Five-Twenties, or other high-priced securities.

In converting Five-Twenties the investors realize 17 per cent. profit on the principal; 2 per cent. per annum excess of interest; and at the same time get a perfect security.

Maps, circulars, documents, and full information furnished on application.

Though acting as agents for the sale of this loan, our firm buy and sell in their regular business the bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division being now quoted at 102 and accrued interest. These were originally placed by us at 97½.

TANNER & CO., Bankers,
No. 11 Wall-st.

The Chicago and Southwestern railroad was finished on the 31st ult. It is leased to and will be operated by the Chicago, Rock Island and Pacific Railroad. It forms a through line from Chicago to Atchison and Leavenworth.

Denver and Rio Grande Railroad.

The published description of the country through which this important narrow-gauge road will pass states that the elevation of Denver City above tide is 5200 feet, that of Santa Fe 7100 feet, that of Chihuahua, 4368 feet, and that of the City of Mexico, 7990 feet. It is a mountain land of pine forests, broken by inclosed plains called parks, and extensive valleys of great beauty and fertility. Coal-beds crop along the eastern foot of the mountain range. The mountains themselves are rich in iron, gold, silver, lead, copper, zinc, limestone, granite, and clays. The road is intended to run from Denver City southward, along the outcrop of the coal, 100 miles past Colorado City; then enter and ascend the valley of the Arkansas River, southward, to Canon City, and westward, 40 miles, to Poncho Pass. Here it resumes its southerly course; crosses the mountain divide, and gets upon the extreme head-waters of the Rio Grande in Homan's Park. This part of the line is 30 miles long. The rest of its way the road follows the Rio Grande south, for 140 miles, crossing four considerable rivers, which enter the great river from the east; the last two of these branches being the Callora and the Aroyo Honda. The course of the road now becomes S. 30 deg. W., and still along the east bank of the great river; past San Juan, 60 miles, where it has Santa Fe to the east of it, distant 15 miles, Santa Felipe, Bernalillo, Atrisco, and Pajarito, where it crosses to the west bank of the river. This point is 250 miles south of the Arkansas River. Here the line crosses at right angles the proposed line of the Atlantic and Pacific Railroad, (coming up the Canadian Fork, and the headwaters of the Rio Pecos, by Fort Butler and Anton Chico, through the Canon Blanco, by Albuquerque.) The railway will be completed and in running order from Denver City to Colorado City, 80 miles, this month, securing the trade of the Platte canon, and of the mines and forests of the South Park. This secures also the Lake Pass, the only practicable crossing of the divide between the Platte and Arkansas rivers. Grading has been commenced in the Arkansas canon, 50 miles from Colorado City, the most important entrance into the park country, and into the southern and western mining districts of Colorado. The passenger and freight traffic of the Rio Grande will be at once diverted to this new route.

The extension of the Bedford and Bridgeport railroad to the Maryland line, where it is to connect with a branch of the Cumberland and Pennsylvania railroad, was let last week. The length of the road is about nine miles, and the cost of construction is estimated at \$150,000.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of August, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	\$3,349,144	\$5,484,161
" cotton...	1,602,504	2,895,139
" silk	2,824,400	3,948,641
" flax	1,326,676	1,459,646
Miscellaneous dry goods..	1,043,476	1,360,829
Total entered for consump.	\$10,146,200	\$14,648,416

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool....	\$2,115,269	\$2,327,451
" cotton...	424,143	641,037
" silk	795,347	1,307,492
" flax	602,214	524,791
Miscellaneous dry goods..	101,537	149,087

Total withdrawn from warehouse	\$3,038,510	\$4,949,858
Add entered for consump.	10,146,200	14,648,416

Tot. thrown on the market. \$14,184,710 \$19,598,274

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	\$1,960,457	\$2,376,906
" cotton...	361,965	554,003
" silk	986,023	1,366,499
" flax	463,820	483,653
Miscellaneous dry goods..	84,017	203,231

Total entered for wareh'g.	\$3,856,282	\$4,984,292
Add entered for consump.	10,146,200	14,648,416

Total entered at the port. \$13,002,482 \$19,632,708

The imports of foreign dry goods at New York for eight months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	\$12,803,361	\$20,088,815
" cotton...	10,952,240	15,331,967
" silk	14,997,167	21,162,468
" flax	6,928,540	8,642,507
Miscellaneous dry goods	5,312,961	7,383,793

Total entered for cons'p. \$51,994,269 \$72,609,550

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool...	\$7,959,544	\$8,757,161
" cotton...	4,116,742	3,998,616
" silk	3,683,206	5,080,234
" flax	4,149,209	3,871,617
Miscellaneous dry goods.	1,023,165	1,082,576

Total withdrawn from warehouse	\$20,931,866	\$22,790,204
Add entered for consump.	51,994,269	72,609,550

Total thrown on the market..... \$72,926,135 \$95,399,754

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	\$8,047,836	\$9,857,184
" cotton...	3,934,108	4,537,078
" silk	8,832,097	6,110,981
" flax	3,348,803	3,184,419
Miscellaneous dry goods.	1,007,782	1,377,496

Total entered warehouse.	\$20,170,626	\$25,067,158
Add entered for consump.	51,994,269	72,609,550

Total entered at the port. \$72,164,895 \$97,676,708

It is said that using part of the Annapolis and Elkridge route, the distance from Annapolis to Baltimore by the Drum Point railroad will be twenty-three miles. The Potomac road will not make it in less than twenty-six miles, whilst at present the distance by rail to Baltimore is thirty-eight. It will tap the Annapolis and Elk-

ridge railroad at Crownsville, about seven miles from Annapolis, and will cross the Severn at Indian Landing.

The Tea Trade in a New Channel.

The San Francisco Bulletin of the 25th ult. gives the following interesting statement with regard to the tea trade, showing that the Pacific Road has got the lead of the Suez Canal in this trade:

For some months there has been a warm discussion in the commercial papers of the Atlantic and Western States concerning the tendency of the tea business to find new channels for transportation. New York claimed her old supremacy in this respect. Chicago hotly contested it. St. Louis made even a more emphatic denial. In the meantime cargo, after cargo was being landed in this city, and dispatched across the continent by rail. It is said that eight hundred tons took this direction last week, and that in a few days twelve hundred tons will follow. These may be over-estimates; but, reducing the figures to facts, they show what is the present drift of the tea trade.

The exports by way of the Suez Canal have not been satisfactory to New York importers. Importation in sailing vessels by way of Cape Horn are nearly at an end. There is now a bonded transportation line which will probably connect with all the chief cities of the country. The complaints at the New York Custom House in the delay of goods, &c., charges in getting goods through with dispatch, which, it is said, amounted to five per cent. on the value of invoices, have all operated in favor of sending tea across the country by rail. While Eastern papers are busily engaged in writing the project down it ripe to an accomplished fact. Hereafter tea trains will be so frequent as hardly to attract attention. Merchants in New York receive invoices of tea from forty to sixty days sooner than in the old way. The great inland cities are not vexed with extra Custom House charges; time and money are saved, and these being the controlling considerations, the new drift cannot be turned aside. The great receiving depot hereafter for tea will be San Francisco.

Petersburg Railroad.

The earnings of this road in the years ending December 31, 1869 and 1870 compare as shown in the following exhibit:

	1869.	1870.
Passenger	\$95,926 02	\$94,255 69
Freight	128,843 01	148,411 55
Mail	9,750 00	9,750 00
Southern express.....	7,407 13	7,101 31
Miscellaneous	4,107 81	649 57
Total	\$245,033 97	\$260,113 12
Operating expenses....	147,659 21	142,215 32

Net earnings..... \$97,974 76 \$117,897 80

These results are encouraging, showing as they do an improvement in net earnings in the year of 20 per cent. The expenditures are also reduced in a material degree, showing that the road is in a better condition than formerly.

This road extends south from Petersburg to Weldon, 61 miles, with a branch from Hicksford (4 miles south from Petersburg) to Gaston, 21.3 miles, connecting the railroad systems of Virginia and North Carolina, making a total length of 82.3 miles, or with its sidings, turnouts, &c., an equivalent track length of 88.62 miles. The rail is a light 50 lbs. iron.

The company own 11 locomotive engines, and cars as follows—passenger 8, baggage and express 3, box freight 64 and flats 32, or a total of 112 cars. Their proportion of cars in use as through trains between Fredericksburg and Weldon comprises 11 passenger, 4 baggage, and 6 mail and

express. The company have also 12 small flat material cars.

Trains were run 164,357 miles. Passengers were carried—north 21,070, and south 19,539—total 40,399. Freight moved—north 28,328 and south 14,912—total 43,240 tons. In 1869 the total passengers numbered 40,343. Freight same year, 30,776 tons. This tonnage shows an increase of nearly 30 per cent.

The financial condition of the company as per Balance Sheet at commencement of 1871 was as follows:

Capital stock	\$1,000,000 00
Preferred Stock	324,200 00
Funded debt.....	295,094 50
Bills payable.....	48,522 00
Interest and dividend on preferred stock due Jan. 1, 1871.....	16,852 50
Due other companies	7,288 20
Due Southern express.....	4,325 27
Old liabilities.....	11,048 78
Assets over liabilities	5,401 69

Total \$1,712,735 64

Railroad and equipment.....	\$1,606,304 71
Company's proportion of through cars.....	26,483 75
Materials, &c	17,368 25

Total	\$1,650,156 71
Due by other companies.....	20,984 92
Bills receivable.....	10,529 75
Lancaster, Brown & Co.....	6,000 00
Cash on hand	25,064 56

Total \$1,712,735 94

President.—CHARLES F. COLLIER, Petersburg, Va.

Vice President.—A. G. McILWAINE, Petersburg, Va.

Directors.—A. G. McIlwaine, J. P. Branch, D. B. Tennant, R. A. Martin, and T. T. Brooks.

Treasurer.—DAVID G. POTTS.

Auditor.—DAVID R. DUNN.

General Superintendent.—R. B. PEGRAM.

Sorel and Drummondville Railway.

A wooden railway on the 4. ft. 8½ in. gauge is being constructed from the town of Sorel, at the confluence of the Richelieu River with the St. Lawrence, through Drummondville, to Arthabaska, P. Q., by Mr. L. A. Senecal, contractor. The Montreal Herald gives a long account of a recent trip on the line. Upwards of 2,000 men were at work, and the rails are laid on a large portion of the road. An experimental trip was made, the train going at the rate of 25 miles per hour, and running with remarkable smoothness. The journal quoted furnishes the following interesting particulars:

The ties, which are of hemlock and tamarac, are now brought down on trucks from the woods through which the railway runs; they are put on a rollway, run up to most ingenious circular saws, so gauged that at one operation they are morticed the proper depth and distance, not the difference of a hair breadth being found between one and another. As fast as they are cut, and the operation is very fast indeed, the prepared ties are rolled over to a different siding from that on which they are received, an ordinary circular saw sides them, and they are loaded up to be run out to the place where they are wanted. The wedges for keying up the rails are also prepared here. The rails are of maple, four by seven inches, and fourteen feet long, the gauge of the line being four feet eight and a half inches. The cost of the line, in which cost are included stations, (nine in number), car and locomotive depot, engine and repairing shops, engine and tender, two passenger cars, eight grain cars, and twenty-five wood cars, is \$5,000 a mile, in full for all but the Yamaska Bridge which cost

\$35,000. It should be mentioned that land damages, fences, &c., are included also in this amount. In payment it was agreed Municipal and Government debentures should be taken at par, and nothing was to be paid except as work to the extent of \$10,000 was finished.

Atlantic and Great Western Railroad.

The Cleveland *Herald* says that the first step, to be taken immediately, by the newly re-organized Atlantic and Great Western Railroad Company is the laying of a double track (narrow gauge), with steel rails, on the Cleveland branch (Cleveland and Mahoning). The rails taken up from the Cleveland branch will be used toward laying a third rail from Leavittsburg eastward, so that narrow gauge cars can pass over the main line east of Leavittsburg. Arrangements have already been perfected with the Philadelphia and Erie Railroad, by which narrow gauge traffic between Cleveland and the Atlantic cities can pass over the Atlantic and Great Western to Corry, and thence over the Philadelphia and Erie and its connecting lines. Connections will be made with the New York Central also, either over the Buffalo division of the Atlantic and Great Western, which in that case will be completed without delay, or over another line in course of construction. With these arrangements completed the Atlantic and Great Western will form part of a narrow gauge line by way of Corry, Harrisburg and Philadelphia, another narrow gauge line by way of Buffalo and the New York Central, and a broad gauge line by way of the Erie. The building of a short link, twelve or thirteen miles, from the Mahoning line to the Baltimore and Ohio extension, will open a new and most route between Cleveland, Baltimore and Washington. Other projects are contemplated, by which, without expenditure of capital, new outlets and feeders will be secured to the line and its value enhanced.

Delaware Railroad.

The earnings of this road for the fiscal years ended December 31, 1869 and 1870, compare as shown in the following exhibit:

	1869.	1870.
Passenger.....	\$149,386 22	\$127,443 02
Freight.....	197,314 32	248,125 40
Miscellaneous.....	7,569 51	8,394 15
Total gross earnings.....	\$354,270 05	\$383,862 60
Operat'g exp., taxes, &c.....	292,328 41	323,188 27
Earnings less expenses.....	\$61,941 64	\$60,674 33
Interest and dividends.....	102,567 09	101,617 36
Loss to lessees.....	\$40,625 45	\$40,943 03

This road is operated under a contract of lease by the Philadelphia, Wilmington and Baltimore Company. Formerly the lessees operated the road at cost, and paid to the Delaware company 6 per cent. (tax free) on their stocks and bonds. For the last 9 months of 1870 the road was operated by the lessees under a modified contract which gave them 75 per cent. of the gross earnings as an equivalent for working expenses.

The Delaware road leaves the Philadelphia, Wilmington and Baltimore line at Delaware Junction through the Wilmington and Frenchtown branches; and extends thence to Delmar, the station on the south border of the State of Delaware, distant 84.5 miles, and there connects with the Eastern Shore R. E., also leased to the P., W. and B. Company, and forming in connection with a line of steamboats, the shortest commercial road to Norfolk, &c. A number of branches diverge from the Delaware Railroad into Eastern Maryland on the west and south, and to the sea on the east. A new road across the peninsula is also being constructed so as to continue the Vineland

R. R. of New Jersey directly to Chesapeake Bay. These several improvements will give to Delaware and Maryland great advantages and rib the whole peninsula. The reports of the doings in travel and transportation are not as complete as is desirable, no statement of train mileage, passengers or tonnage being given in connection with the statements of earnings and expenses.

The following is an exhibit of the condition of the company as of January 1, 1870 and 1871:

	1870.	1871.
Capital stock.....	\$891,206 17	\$1,230,941 25
State donation.....	63,250 00	63,250 00
Funded debt.....	870,000 00	882,500 00
Sundries.....	79,781 75	136,476 17
Total.....	\$1,894,237 92	\$2,313,167 40
Cost of road, &c.....	\$1,826,217 80	\$2,141,299 88
Sundry accounts....	33,834 07	137,515 02
Cash on hand.....	34,186 05	34,352 50

Total.....\$1,894,237 93 \$2,313,167 40

The company's funded debt is described as follows:

1st mortgage 6 p. c. bonds, due 1875....	\$500,000
State loan 6 p. c. bonds, due 1876.....	170,000
Guaranteed 6 p. c. bonds, due 1875.....	100,000
1st mortgage extension 6 p. c. bonds....	100,000
Loan of Dec. 18, 1856, 6 p. c.—balance...	12,500

Total, as above.....\$882,500

On January 1, 1870, there was a sinking fund applicable to the State Loan, amounting to \$105,508 08.

President.—S. M. FELTON, Philadelphia.

Directors (elected Jan. 12, 1871).—S. M. Felton, Philadelphia; Isaac Hinckley, Wilmington; A. C. Gray, New Castle; Charles Warner, Joseph Bringhurst and Jesse Sharp, Wilmington; Isaac Jamp and M. Hayes, Dover; H. B. Fiddeman, Milford; Alex. Johnson, Farmington; Wm. H. Ross, Seaford; Albert Avory, Greenwood; and J. Turpin Moore, Laurel, Del.

Treasurer and Secretary.—M. HAYS, Dover, Del.

General Sup't.—H. F. KENNEY, Philadelphia.

Cumberland Valley Railroad.

The Hagerstown *Mail* has the following with regard to the work on the Cumberland Valley Road between Hagerstown and Williamsport:

The work of laying the rails upon the extension of the Franklin (a continuation of the Cumberland Valley) Railroad from Hagerstown, to Powell's Bend, on the Potomac river, is being vigorously executed under the direction of the Chief Engineer of the Company, Major Edward Watts. The graduation of the road, under the supervision of Major Watts, was executed by Mr. James March, a thorough railroad man, and is said to be a model piece of workmanship. Mr. March is now engaged on the filling and excavation of that portion of the same line which extends into Virginia, known as the Martinsburg and Potomac Railroad, and the Chief Engineer is, we understand, arranging his plans for the construction of the bridge across the Potomac river. We anticipate that a very few months will be permitted to pass before this road, or a portion of it, at least, will be open to the public. When completed it will be one of the most substantially constructed railways in the United States.

The Portland and Oxford Central Railroad Company has decided to change the gauge of that road from five feet six inches to three feet, as early as new locomotives and cars can be substituted. It is said that the change insures the extension of the road from Canton to Dixfield, Peru and Rumford Falls. This is the first adoption of the three-foot gauge in New England.

Stinard's Steam Railway-Brake.

A writer in the *Whitestone, N. J., Herald* thus refers to this brake:

The engineer is the first person to see danger, and he is the proper person to have the control of stopping the train, which he can do very quickly if he has the Stinard brake applied to his engine and cars. Underneath the foot-board of the engine is a steam cylinder about eighteen inches long. There is a lever connected in the centre with the piston, one end made stationary, and the other end connected with a rod running under the car to a sway-bar; one end of the sway-bar has a rod running to and connecting with the Miller buffer, by means of an equalizing lever. The centre of the sway-bar being connected with a slide-bar that the hand-brake is connected to, the motion of the car is conveyed from the buffer to the sway-bar giving an opposite motion to the main rod, so that when the train spreads in starting, the rod, moving in an opposite direction, keeps a taut rod under all the cars, while the slide-bar stands perfectly still where the hand-brake is connected. Each car is provided with the same apparatus. Thus the whole device, when the power is applied, adjusts itself so that every brake is put on with the same power at the same instant. Having no chain connections, the steam throws off the brake as easily as it puts it on. The rods running under each car are connected together when the cars are coupled by means of a simple pin; thus making a continuous rod from the engine to the rear car of the train.

Hamilton and Loveland Railroad.

The Hamilton and Loveland Railroad Company, which has been incorporated some months, will employ Phineas Pomeroy, formerly of Middletown, to survey their proposed route, as soon as he completes the survey of the Cincinnati, Twin Valley and Greenville Railroad, upon which he is now engaged. The Hamilton and Loveland Railroad is intended to accomplish two very important objects. One is to give a second and competing road to Cincinnati, and the other is to furnish a link to the Baltimore and Ohio route to the West and Northwest. It will intersect the Short Line, now building, at a point in the neighborhood of Sharon or West Chester, and thus enable the people of Hamilton to run trains to Cincinnati, over that road, making the distance but little greater, if any, than by the Cincinnati, Hamilton and Dayton Railroad. The connection at Loveland with the Baltimore and Ohio makes a direct line from Baltimore and the seaboard to St. Louis, Chicago and the great West. It is a much shorter line west than via Cincinnati, and saves reshipment, time and expense. The new road will run in a pretty direct line from Hamilton to Loveland, passing through a rich, fertile and thickly settled country.—*Lebanon, O., Patriot.*

Articles of association of the Auburn and Deposit Railroad Company have been filed in the office of the Secretary at State of Albany. This road is to be constructed from Deposit, Delaware County, to Homer, Cortland County, a distance of 69 miles, through the countries of Delaware, Broome, Chenango, and Cortland. The capital stock is \$1,000,000, divided into 10,000 shares. The road is to be begun at once, and to be completed as soon as possible.

The preliminary survey of the Spirit Lake and Sioux Valley (Iowa) Railroad is now being made. The proposed line leaves the Lower Falls and Sioux City road near Storm Lake, in Buena Vista county, passing northward through Sioux Rapids, Spencer in Clay county, Milford and Spirit Lake, in Dickinson county, thence to Jackson, Minn., there to connect with the Jackson branch road, tapping the St. Paul and Sioux City road at Windom.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	\$3,355,000	J. & J.	Jul. '71 3	Hartford and New Haven.100	4,796,925	J.A.J.&O	July '71 3	Portl., Saco & Portland.100	\$1,500,000	J. & D.	Jun. '71 5
American Central.100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph.100	4,151,700	Aug. '70 3	Aug. '70 3	Portl., Gt. Falls & Conway.100	170,000	J. & J.	July '71 4
Atlanta and West Point.100	1,232,200	J. & J.	July '70 4	Do. do. pref.100	6,078,224	Aug. '70 7	Aug. '70 7	Providence & Worcester.100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina.100	5,545,225			Hanover Branch, Pa. 50	116,850	M. & N.	May '71 5	Raleigh and Gaston.100	1,041,800	A. & O.	Oct. '70 3
Atlantic & Gt. Western. 50	25,879,923			Housatonic.100	820,000			Rensselaer and Saratoga.100	6,000,000		
Do. pref. 50	1,919,000			Do. pref.100	1,180,000	J. & J.	July '71 4	Richmond and Danville.100	4,000,000		
Atlantic & St. Lawrence.*100	2,494,900	M. & S.	Mar. '71 2	Huntingdon & B'd Top. 50	615,950			Richmond and Petersburg.100	847,100		
Augusta and Savannah.100	733,700	J. & J.	Jan. '70 3	Do. pref. 50	212,350	J. & J.	Jan. '68 3	Rich, Fred. and Potomac.100	1,041,800		
Baltimore and Ohio.100	13,151,962	A. & O.	Apr. '71 4	Illinois Central.100	25,280,240	J. & J.	Aug. '71 5	Rockport.100	88,400		Nov. '67 2
Do. Washington Br.100	1,860,000	A. & O.	Apr. '71 5	Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4	Rome, Watert. and Ogden.100	2,908,900	J. & J.	July '71 4
Baltimore City Passenger.100	670,000	J. & J.	July '71 4	Jefferson, Mad. & Ind.100	2,000,000	J. & J.	Jan. '63 5	Rutland preferred.100	1,831,400	F. & A.	Aug. '71 3
Bay de Noquet & Marq.100	1,250,000	A. & O.	Apr. '68 3	Joliet and Chicago.100	1,500,000	J.A.J.&O	July '71 1	St. L., Alt. and T. Haute.100	2,300,000		Annual.
Belvidere Delaware.100	995,800			Joliet and North. Indiana.100	300,000	J. & J.	July '71 4	St. L., Jack'n.v. and Chic'o.100	2,478,750		June '70 7
Berkshire.100	600,000	J.A.J.&O	July '71 1	Lake Shore & Mich. So.100	35,000,000	F. & A.	Aug. '71 4	Sandusky and Cincinnati.100	2,089,000		
Blossburg & Corning.* 50	250,000	J. & U.	Jun. '71 2	Do. guar.100	553,500	F. & A.	Aug. '71 4	Do. pref.100	445,596	M. & N.	May '71 3
Boston and Albany.100	19,150,800	M. & N.	May '71 5	Lackawanna & Bloomsb. 50	1,385,900			Sand, Mansf. and Newark.100	905,222		
Boston and Chelsea.100	110,000	A. & O.	Apr. '71 4	Leeds and Farmington.* 50	2,158,565	J. & J.	July '71 3	Savannah and Charleston.100	1,000,000		
Boston, Concord & Mont.100	459,400			Lehigh and Mahanoy. 50	8,739,890	M. & N.	May '67 5	Schuylkill and Susqueh'a. 50	1,289,150	J. & J.	July '71 5
Do. do. pref.100	1,340,400	M. & N.	May '71 3	Lehigh and Susquehanna. 50	17,116,400	J.A.J.&O	July '71 2	Second and Third St.(Ph.) 50	203,757	J. & J.	Jan. '71 4
Boston and Lowell.100	2,215,000	J. & J.	July '71 4	Lehigh Valley.100	344,650	J. & J.	Jan. '69 4	Schuylkill Valley.* 50	676,050	M. & N.	Nov. '70 2
Boston and Maine.100	4,471,275	J. & J.	July '71 5	Lehigh Luzerne.100	3,572,400	M.J.S.D.	June '71 2	Seaboard and Roanoke.100	670,000		July '70 2
Boston and Providence.100	3,700,000	J. & D.	June '71 5	Little Miami.* 50	2,646,100	J. & J.	July '71 3	Second Avenue (N. Y.). 50	130,000		Dec. '70 2
Broadway (South Boston) 50	400,000	J.A.J.&O	July '71 2	Little Schuylkill.* 25	90,000			Shamokin V. and Pottav.* 50	868,460	F. & A.	Feb. '71 3
Broadway & 7th Av.(N.Y.)100	2,100,000	F.M.A.N.	May '71 3	Lomb. and South St.(Ph.) 25	8,000,000	F.M.A.N.	Aug. '66 2	Shore Line.100	682,200	J. & J.	July '71 3
Brooklyn City.100	392,800			Long Island.100	1,623,482	J. & J.	Jul. '69 3	Sixth Avenue (N. Y.).100	750,000		May '70 7
Brooklyn City & Newt'n.100	1,000,000			Louisville and Lex. 50	848,700	F. & A.	Feb. '71 4	Somerville.100	75,000	M. & N.	May '71 3
Buffalo, Bradford & Pitts.100	1,100,000			Louisville and Nashville.100	8,680,912	J. & J.	Dec. '70 3	South Carolina.100	5,819,275		Jul. '68 3
Buff, New York & Erie.*100	980,000	M. & N.	May '71 3	Louis, N. Alb. & Chicago.100	2,800,000	A. & O.	Apr. '71 3	South Shore.100	259,655	F. & A.	Feb. '71 4
Buffalo and Erie.100	5,000,000	F. & A.	Aug. '70 4	Lowell and Lawrence.100	200,000	J. & J.	Jan. '70 3	South Western, Georgia.*100	3,939,900	J. & J.	Jul. '71 4
Burlington and Mo. Riv.100	1,237,000	March.	Mar. '71 10	Lowell Horse.100	55,830	J. & J.	Jul. '71 5	Staten Island.100	600,000	M. & N.	May '70 3
Cambridge Horse (Boston)100	747,800	A. & O.	Apr. '71 4	Macon and Western.100	2,500,000	J. & J.	Jul. '71 5	Stony Brook.100	267,300		
Camden and Amboy.100	5,847,800	F. & A.	Aug. '71 3	Mahony & B'd Mount'n.* 50	1,676,915			Stockbridge & Pittsfield.*100	448,700	F. & A.	Aug. '71 3
Camden and Atlantic. 50	377,100			Maine Central.100	3,400,500			Summit Branch.100	250,000		
Do. pref. 50	753,691			Manchester & Lawrence.100	1,000,000	M. & N.	May '71 5	Syr., Bingham. and N. Y.100	1,314,130	J. & D.	July '71 4
Camden & Burlington Co.100	331,000			Marietta & Cincinnati. 50	2,029,778	M. & S.	Sep. '66 3	Taunton Branch.100	400,000		
Cape Cod. 50	915,577	J. & J.	Jul. '71 2	Do. 2d pref. 50	8,130,719	M. & S.	Sep. '66 3	Tennessee and Alabama.100	595,922	J. & J.	July '71 6
Cape May and Millville.* 50	447,000	J. & D.	June '71 3	Massawippi.100	4,460,368	F. & A.	Dec. '70 3	Terre Haute and Indiana. 50	1,988,150	J. & J.	July '71 2
Catawissa. 50	1,129,500			Memphis and Charleston.100	5,812,725	J. & J.	July '71 5	Third Avenue (N. Y.).100	1,700,000	J. & J.	January, 1870, 11.4s
Catawissa, pref. 50	2,200,000	M. & N.	May '71 3	Memphis and Ohio.100	570,000	J. & J.	July '71 5	Thirteenth and Fif (Ph.). 50	2,700,000		
Cayuga & Susquehanna.* 50	589,110	J. & J.	July '71 4	Metropolitan (Boston).100	1,250,000	J. & J.	July '71 5	Tol., Peoria and Warsaw.100	1,700,000		
Cedar Rapids & Mo. pref. 50	747,800	M. & N.	May '71 3	Michigan Central.100	13,225,848	J. & J.	July '71 5	Do. (E. D.) pref.100	1,700,000		
Central of Georgia.100	4,686,900	J. & J.	July '70 5	Middleboro' and Taunton.100	149,029	J. & D.	Dec. '70 2	Do. (W. D.) pref.100	1,300,000		
Central of New Jersey.100	15,000,000	J. & J.	July '71 4	Middlesex (Boston).100	400,000	A. & O.	Apr. '71 3	Tol., Wabash and West.100	14,700,000	M. & N.	May '70 3
Central Ohio.100	2,425,000	J. & D.	June '71 3	Mill Creek and Minehill.* 50	323,375	J. & J.	July '71 4	Troy and Boston.100	607,111	J. & D.	Jun. '71 3
Do. pref.100	400,000			Millville and Glassboro'. 100	405,020	F. & A.	Feb. '70 5	Troy and Greenbush.* 100	274,400	M. & N.	Nov. '70 4
Gen. Park, N. & E. River.100	970,000			Millw. & St. Paul.100	11,422,684	J. & J.	Dec. '70 7	Union Transport'n (Box).100	200,000	J. & J.	July '71
Chemung.100	380,000	J.A.J.&O	Jan. '70 3	Do. pref.100	10,424,903	J. & J.	July '71 3	Utica and Black River.100	1,662,000	J. & J.	June '71 3
Cheshire, preferred.100	2,085,925	M. & S.	Sept. '71 5	M. Hill & Schuylk. Haven. 50	3,856,450	J. & J.	Dec. '67 4	Vermont and Canada.* 100	2,500,000	J. & D.	June '70 4
Chicago and Alton.100	8,925,500	M. & S.	Sept. '71 5	Mobile and Ohio.100	4,209,320	J. & D.	Dec. '67 4	Vermont Central.100	5,000,000		
Chicago, Burl. & Quincy. 50	16,590,210	M. & S.	Sept. '71 5	Montgomery & W. Point.100	1,644,104	J. & D.	Jun. '71 3	Vermont and Massachusetts.100	2,860,000	J. & J.	July '71 2
Chicago, Iowa & Nebras.*100	1,000,000	J. & J.	July '71 5	Morris and Essex.* 50	11,900,950	J. & J.	May '71 5	Vicksburg and Meridian.100	357,408		
Chicago and Milwaukee.* 100	2,227,000	J. & J.	July '71 5	Mt. Carbon & Pt. Carbon.* 50	282,350	M. & N.	May '71 5	Virginia Central.100	3,353,879		
Chicago & N. Western.100	14,676,239	J. & D.	June '71 5	Nashua and Lowell.100	720,000	F. & A.	Dec. '70 5	Virginia and Tennessee.100	3,506,300		
Do. pref.100	20,370,293	J. & D.	June '71 5	Nashville & Chattanooga.100	2,056,544	A. & O.	Apr. '71 4	Western Union.100	2,707,693		
Chicago, R. I. & Pacific.100	17,000,000	A. & O.	Apr. '71 4	Naugatuck.100	1,818,000			West Jersey.100	1,206,000	F. & A.	Aug. '71 4
Cin. Ham. & Dayton.100	3,500,000	A. & O.	Apr. '71 4	New Bedford & Taunton.100	500,000	J. & J.	Jan. '68 8	West Philadelphia.100	249,100	J. & J.	July '71 5
Cincinnati City Passenger.100	500,000	J. & J.	Jan. '68 8	New Haven & N. London.100	788,538	F. & A.	Aug. '71 3	Wilm. and Weldon.100	1,403,776	J. & J.	Jan. '71 3
Do. Street.100	428,846	M. & N.	May '71 3	N. Haven & Northampton.100	1,500,000	J. & J.	Dec. '70 4	Warren.100	1,547,650	J. & J.	July '71 5
Cin. Sand. & Clev. pref. 50	192,750	J. & J.	July '71 7	New Jersey.100	7,297,200	A. & O.	Oct. '71 4	Worcester and Nashua. 75	1,400,555	J. & D.	June '71 3
Citizens' Passenger (Phil.) 50	11,020,000	F. & A.	Aug. '71 3	New London Northern.100	1,003,500	J. & J.	July '71 4	Chesapeake and Delaware 50	1,983,563		
Clev. Col. Cin. & Ind.100	2,056,750	M. & N.	May '71 3	N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '71 4	Chesapeake and Ohio. 25	8,228,595	F. & A.	Aug. '71 4
Cleveland & Mahoning.* 50	7,494,588	F.M.A.N.	Aug. '71 2	Do. Certificates.100	44,428,350	J. & J.	July '71 4	Delaware Division.100	1,633,350	F. & A.	Aug. '71 4
Cleveland and Toledo.* 50	6,000,000	F. & A.	Aug. '71 4	New York and Harlem. 50	8,500,000	J. & J.	July '71 4	Delaware and Hudson.100	15,000,000	F. & A.	Aug. '71 3
Columbus and Xenia.* 50	1,786,800	M.J.S.D.	June '71 2	Do. pref. 50	1,500,000	J. & J.	July '71 4	Delaware and Raritan.100	6,847,677		
Concord.100	1,500,000	J. & J.	July '71 3	New York & New Haven.100	9,000,000	J. & J.	July '71 4	Erie of Pennsylvania.100	50,000		
Concord & Ports, guar.100	350,000			N. Y., Provid. & Boston.100	2,000,000	J. & J.	July '71 4	Lehigh Coal and Navigat. 50	739,800	M. & N.	May '67 3
Coney Island & Brooklyn.100	600,000	F. & A.	Aug. '71 3	Ning. Bridge & Cananda.100	1,000,000	J. & J.	July '71 3	Monongahela Navigation. 50	8,728,100	J. & D.	July '70 3
Conn. & Passum. R. pref.100	2,084,200	J. & J.	July '71 5	Norfolk & Petersburg guar.100	137,500	J. & J.	July '70 3	Morris (consolidated).100	1,025,000	F. & A.	Sep. '71 3
Connecticut River.100	1,700,000	A. & O.	Oct. '70 4	North Carolina.100	4,000,000	M. & N.	May '71 3	Do. (preferred).100	1,176,000	F. & A.	Aug. '71 3
Cumberland Valley. 50	1,316,900			Northern Central.100	5,000,000	J. & D.	May '67 4	Pennsylvania.100	4,300,000		
Danbury and Newfalls. 50	400,000			North Eastern (S. C.) pref.100	155,000			Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '67 6
Dayton and Michigan.*100	2,400,000	J. & J.	Jan. '71 3	Northern of N. Hampsh.100	8,068,400	J. & J.	Aug. '71 5	Do. (pref.).100	2,838,977	F. & A.	Feb. '67 6
Delaware.100	1,107,291	J. & J.	Dec. '70 6	North Pennsylvania.100	3,150,150	J. & J.	Apr. '71 4	Susq. and Tide Water.100	2,002,746		
Del. Lackaw. & Western. 50	16,277,500	J. & J.	Dec. '70 6	Norwich & Worcester.100	2,264,400	J. & J.	Jun. '71 3	Union.100	2,907,850	J. & J.	Jan. '65 5
Des Moines Valley.100	1,820,200			Ogdensb. & L. Champl'n.100	2,000,000	A. & O.	Apr. '71 4	W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65 5
Detroit & Milwaukee.100	452,350			Ohio and Mississippi.100	19,995,847	J. & D.	Jun. '71 3	Wyoming Valley.100	800,000	Irregular	Oct. '67 4
Do. pref.100	2,095,000			Oil Creek & Allegheny R. 50	4,024,474	J.A.J.&O	July '71 2				
D. Dock, R. B'dw. & Bat.100	1,200,000	F.M.A.N.	May '70 2	Old Colony & Newport. 50	4,959,020	J. & J.	July '71 3				
Dubuque and Sioux City.100	5,000,000	J. & J.	July '71 2	Orange and Newark.100	289,550	F. & A.	Feb. '71 4				
Do. do. pref.100	392,550			Oswego and Syracuse.100	482,400						
East Mahanoy.100	4,062,600	J. & J.	July '71 4	Pacific of Missouri.100	3,711,196	J.A.J.&O	Jan. '71 3				
Eastern (N. H.).100	492,900	J. & J.	July '71 4	Panna.100	7,000,000	J. & J.	Jan. '71 4				
East Pennsylvania.100	1,309,200	J.A.J.&O	Jan. '68 4	Paterson and Ramapo.100	248,000	J. & J.	May '71 4				
East Tenn. Va. and Ga.100	1,969,524	F. & A.	Feb. '71 2	Paterson and Hudson Riv.100	630,000	M. & N.	May '71 5				
Eighth Avenue (N. Y.).100	1,000,000	M. & N.	May '71 2	Pennsylvania.100	38,850,000	F. & A.	Feb. '71 4				
Elm. Jeffers. & Canand.* 50	600,000	J. & J.	Jun. '71 3	Peoria & Bureau Valley.*100	1,200,000	J. & J.	Jan. '69 8				

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.			* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.	
National Securities Sept. 1, 1871.															
Loan of June 14, 1868.....registered	\$6,045,000	5	Jan. & July.	1874	105 1/2		Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890				
Loan of February 8, 1861.....coupon	13,955,000	5	" "	1874	110		.. — Defense Loan Bonds.....	3,651,398	5	" "	1883	100 1/2			
Loan of February 8, 1861.....registered	13,714,000	6	Jan. & July.	1880	117 1/2		.. — Southern Relief Bonds.....	100,000	5	" "	1873				
.. .. coupon	4,701,000	6	" "	1880	118 1/2		Massachusetts—State Scrip	324,000	5	Jan. & July.	74-75				
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	110		.. ..	275,000	5	April & Oct.	73-74			
Loan of July 1, and Aug. 3, 1861.....registered	124,788,800	6	Jan. & July.	1881	117 1/2		.. ..	320,000	5	May & Nov.	72-80	97 1/2		
.. .. coupon	64,532,500	6	" "	1881	118		.. ..	135,000	6	June & Dec.	72-77			
Loan of Feb. 25, 1862 (5-20s).....registered	81,067,550	6	May & Nov.	1882	114 1/2		.. — Union Fund Loan of 1861	3,000,000	6	Jan. & July.	71-76	111			
.. .. (5-20s).....coupon	381,465,050	6	" "	1882	115 1/2		.. .. of 1863	600,000	5	" "	77-78			
Loan of March 3, 1863.....registered	53,346,650	6	Jan. & July.	1882	117 1/2		.. — Coast Defense Loan.....	585,000	5	" "	1883	100 1/2			
.. .. coupon	21,653,350	6	" "	1882	118		.. — Bounty Loan of 1863.....	200,000	5	" "	1883				
Loan of March 3, 1864 (5-20s).....registered	2,518,600	6	May & Nov.	1884	114 1/2		.. .. of 1864.....	4,379,500	5	May & Nov.	1894	98		
.. .. (5-20s).....coupon	41,732,200	6	May & Nov.	1884	114 1/2		.. .. (stg.).....	4,000,744	5	" "	1894			
.. .. (5-20s).....coupon	42,600,200	6	" "	1884	114 1/2		.. — War Loan (cur. 5-20 yr.).....	5,505,000	5	Mar. & Sept.	1886	101			
Loan of March 3, 1865 (5-20s).....registered	54,423,900	6	May & Nov.	1885	115 1/2		.. — Western R. R. Loan, (stg.).....	761,816	5	April & Oct.	1871				
.. .. (5-20s).....coupon	121,024,050	6	" "	1885	115 1/2		.. — T. & G. R. R. & Hoosac T. stg.	3,505,580	5	" "	88-90	97 1/2			
.. .. 2d series (5-20s).....registered	65,391,700	6	Jan. & July.	1885	115 1/2		.. ..	966,500	5	" "	91-98	99		
.. .. (5-20s).....coupon	172,880,300	6	" "	1885	115 1/2		.. — Southern Vermont R. R.	200,000	5	" "	1890				
.. .. 3d series (5-20s).....registered	90,849,250	6	Jan. & July.	1887	113 1/2		.. — Eastern R. R.	50,000	5	Jan. & July.	1871				
.. .. (5-20s).....coupon	236,829,550	6	" "	1887	113 1/2		.. — Norwich & Worcester	400,000	5	" "	1877				
.. .. 4th series (5-20s).....registered	12,279,500	6	Jan. & July.	1888	114 1/2		.. — Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900				
.. .. (5-20s).....coupon	27,498,500	6	" "	1888	114 1/2		Michigan—Renewal Loan Bonds.....	160,000	5	" "	1878				
Loan of March 3, 1864, (10-40s).....registered	137,647,200	5	Mar. & Sept.	1904	111 1/2		.. — Two Million Loan Bonds	1,021,000	6	" "	73-83	100			
.. .. (10-40s).....coupon	56,920,100	5	" "	1904	111 1/2		.. — War and Bounty Loan Bonds	478,000	7	May & Nov.	1890				
Consols of July 14, '70 & Jan. 20, '71, registered	54,269,500	5	F. M. A. & N.	1881	111 1/2		.. — Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879				
.. .. coupon	7,869,750	5	" "	1881			Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	77-79				
Consols registered	.. ..	4 1/2	F. M. A. & N.	1886			.. — Sioux War Loan Bonds	100,000	7	May & Nov.	1872			
.. .. coupon	.. ..	4 1/2	" "	1886			.. — Railroad Loans Bonds.....	2,275,000	7	" "	1883			
Consols registered	.. ..	4	F. M. A. & N.	1901			Mississippi—State Bonds (for banks).....	2,000,000	6	" "	41-71			
.. .. coupon	.. ..	4	" "	1901			.. — Interest Bonds proper.....	438,000	6	Jan. & July.	1883			
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	28,340,000	3	Dem.	.. ..			.. — Interest Bonds of 1868.....	2,727,000	6	" "	1888			
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Irred.	.. ..			.. — Railroad Loans.....	15,112,000	6	" "	74-90	97		
Certificates of Indebtedness 1870.....(cur.)	678,000	4	1875	.. ..			.. — South Pacific, guar.....	1,589,000	7	" "	1876	79		
Pacific R. R. Bonds.....(currency)	64,618,832	4	Jan. & July.	96-99	115 1/2		.. — Hannibal and St. Joseph.....	3,000,000	6	" "	73-87	90 1/2			
U. S. Notes and Fractional Currency.....	394,403,586	mtl.	.. ..	.. ..			Nebraska—(No Debt).....	.. ..	.. ..	.. ..	.. ..	.. ..
State Securities, latest dates.															
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	70		Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872				
.. .. (extended).....	2,414,800	5	" "	83-86			New Hampshire—War Loan of July 1, 1861.....	899,200	6	" "	71-78	101 1/2			
.. .. (sterling).....	688,000	5	June 1.	1870			.. .. of Sept. 1, 1864.....	600,000	6	Mar. & Sept.	84-89	100		
.. .. (" extended).....	82,500	6	Jan. & July.	1886			New Jersey—War Loan of 1861 (free).....	1,000,000	6	April & Oct.	71-74	101			
.. .. (" ").....	712,500	5	" "	1886			.. .. of 1863 (free).....	1,299,900	6	Jan. & July.	71-84			
.. .. (new).....	1,316,700	8	" "	86-88	100		.. .. of 1864.....	1,002,900	6	" "	86-96	105		
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54 1/2		New York—Bounty Fund Stocks.....	593,400	6	" "	97-02				
.. .. (Aid R. R.'s).....	3,000,000	7	April & Oct.	1900			.. .. Bonds.....	1,478,000	7	" "	1877	109		
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112 1/2		.. — General Fund Stocks.....	21,089,000	7	" "	1877	108 1/2			
.. .. 1860.....	138,500	7	" "	1880			.. ..	1,910,082	6	J. A. J. & O.	plans			
.. — Relief Fund Bonds of 1863.....	424,500	7	" "	1883			.. ..	800,000	6	" "	1878			
.. — Bounty Fund Bonds of 1864.....	805,000	7	" "	1884			.. ..	348,000	5	" "	plans			
.. — Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885			.. — Canal Fund Stocks.....	900,000	5	" "	1875	106			
Connecticut—War Bonds, of 1861, (10-20s).....	5,927,000	6	Jan. & July.	81-82			.. ..	2,257,900	6	J. A. J. & O.	1872			
.. .. of 1863, (20s).....	.. ..	6	April & Oct.	1884	106 1/2		.. ..	5,150,100	6	" "	1873	107 1/2		
.. .. of 1864, (10-20s).....	.. ..	6	" "	1885			.. ..	2,069,000	6	" "	1874	100		
.. .. of 1865, (20s) free.....	.. ..	6	" "	1885			.. ..	473,000	6	" "	1875			
.. .. (various) registered	867,500	6	Various.	Var.			.. ..	880,000	5	" "	1877			
Florida—State Bonds 1865.....	300,000	6	Jan. & July.	1898			North Carolina—State Bonds for R. R. (old).....	1,106,420	5	" "	1874				
.. .. 1869.....	200,000	6	" "	1889			.. — State Bonds for R. R. (new).....	4,788,900	6	Jan. & July.	71-91	43 1/2			
.. — Railroad Loans \$10,000 per mile.....	.. ..	6	" "	1889			.. .. (old).....	3,639,400	6	April & Oct.	71-91			
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	71-74	84		.. — State Bonds for R. R. (new).....	2,625,000	6	Jan. & July.	92-98	24			
.. .. " " 1842 to 1848.....	273,000	7	Various.	72-74	91		.. .. (new).....	1,739,000	6	April & Oct.	92-98			
.. — Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	78-86	84 1/2		.. — Funding & c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	34 1/2			
.. — Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	98 1/2		.. — Special Tax Bonds.....	1,821,400	6	April & Oct.	1899	19 1/2			
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100		Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870				
.. — " Stock of 1857.....	134,311	6	" "	1877	100		.. .. ( " ).....	1,600,000	6	" "	1875	103 1/2		
.. — Refunded Stock Bonds.....	348,000	6	" "	Var.			.. .. ( " ).....	4,065,339	6	" "	1881	106		
.. — Normal University Bonds.....	45,000	6	" "	1879			.. .. ( " ).....	2,400,000	6	" "	1886	106 1/2		
.. — Thornton Loan Bonds	168,000	6	Mar. & Sept.	1879			.. — Union Loan (Columbus).....	366,975	6	May & Nov.	1871				
.. — War Loan Bonds	416,800	6	Jan. & July.	1879			Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	74-84				
Indiana—State Bonds.....	.. ..	5	" "	1866			Pennsylvania—Redemption Loan of 1867.....	82,850	6	Feb. & Aug.	1872	95		
.. — War Loan Bonds.....	204,000	5	May & Nov.	1885			.. ..	4,731,300	6	" "	1872	102 1/2		
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881			.. ..	60,400	5	" "	1877	95		
Kansas—State Bonds	100,675	6	" "	83-84			.. ..	7,890,550	5	" "	1877	105 1/2		
.. .. military	1,059,500	7	" "	76-80			.. ..	728,950	5	" "	1882	95		
.. .. of 1843	176,000	7	" "	1889			.. — Inclined Plane Loan.....	9,237,080	6	" "	1882	106 1/2			
.. .. military	309,300	6	April & Oct.	71-72	99 1/2		.. — Military Loan.....	400,000	6	April & Oct.	1879	107			
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872			.. — State Stocks (old).....	2,769,250	5	Feb. & Aug.	1871	100 1/2			
.. — State Bonds, general.....	750,000	6	Jan. & July.	1893	71		.. .. (old).....	384,000	5	Jan. & July.	1882			
.. — Railroad Bonds.....	561,000	5	Various.	70-79	69		.. .. (old).....	3,377,000	5	Feb. & Aug.	77-78	104		
.. — Levee Bonds 1865.....	2,052,000	8	Various.	83-86	69		Rhode Island—War Bonds of 1862.....	112,000	4 1/2	Jan. & July.	1882				
.. .. 1867															

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$630,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	6*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	95
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	" "	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage conv. & skg P.d. gold	20,000pm	7*	May & Nov.	New York.	1910	88 1/2
Albany and Susq. (D. & H. Canal):							Burlington, Cedar Rapids & Minn.						
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mortgage land grant Inconv.	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
2d Mortgage, 1866.....	2,000,000	7	April & Oct.	" "	1885	95 1/2	Stock Bonds redeem. in pref. st'k	1,999,380	8	" "	" "	1878	....
2d Mortgage, 1889.....	175,000	7	May & Nov.	" "	1881	....	Stock Bonds	1,060,800	8	April & Oct.	" "	1879	....
Albany City Loan, 1865.....	1,000,000	6	" "	" "	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	Jan. & July.	" "	1889	....
Allegheny Valley:							Stock Bonds	1,246,800	8	" "	" "	1889	....
1st General Mortgage, 1866.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	95	1st Mort. (Branch) bonds.....	900,000	8	" "	" "	1894	....
1st Mortgage, Eastern Ex.....	48,000	7	" "	" "	....	....	1st Mortgage land grant Inconv.	5,090,020	7	April & Oct.	New York.	1893	96
Special Bonds to State of Penn.	3,500,000	5	" "	" "	....	....	Burlington & Mo. Riv. In Neb.						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv....	3,360,000	8	Jan. & July.	Boston.	1894	96
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscooggin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	100
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros & Kennebec (Maine C.):							Sinking Bonds, \$288,600 @ 4 1/2..	1,398,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'01	86	Dollar Loan of 1875.....	675,000	6	" "	New York.	1876	97
Acheson, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	" "	1883	89
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	85	Dollar Loan of 1889.....	866,000	6	March & Sept.	" "	1889	90
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,829,200	6	June & Dec.	" "	1889	96 1/2
1st Mortgage tax free, 1870.....gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	" "	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....	1st Mortgage of 1863.....	490,000	7	Jan. & July.	Philadelphia.	1873	....
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1864.....	500,000	7	April & Oct.	" "	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	....	" "	" "	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	....
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Atlantic and Pacific:							Cedar Falls and Minnesota R. Co.:						
Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	80 1/2
1st Mortgage (So. Pacific).....gold	7,250,000	6*	" "	" "	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	90
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
2d Mortgage, sterling.....	885,500	6*	" "	London.	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s):	484,000	6*	May & Nov.	" "	1878	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	" "	" "	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free.....gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Loan of 1866, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96 1/2	Central of New Jersey:						
Loan of 1890.....	579,500	6	" "	" "	1880	90	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	....
Loan of 1893.....	1,710,500	6	April & Oct.	" "	1885	97	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	" "	1890	103
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):						
Loan of 1863 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	85 1/2
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$3,000,000 g'd	....	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102 1/2
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	" "	" "	1883	100 1/2
Barclay Coal:							Income bonds.....	10,000,000	....	" "	" "	....	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charlotte and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car.....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	256,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.) ..	371,500	7	" "	" "	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)...	786,000	7	" "	" "	1895	....
1st Mort. guar. by M. O. Co. gold.	150,000	6	May & Nov.	Portland.	1890	....	Chesapeake and Ohio:						
Bellefontaine & Ind. (O. C. & Ind.):							2d Mortgage.....	500,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	" "	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sink fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1909	93
Belvidere Delaware:							1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (" ") ..	186,500	6	" "	" "	1872	....
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	82	3d Mort. (" ") ..	901,000	6	" "	" "	1884	....
3d Mortgage (Amboy)	746,000	6	Feb. & Aug.	" "	1887	82	Income.....	300,000	8	" "	" "	1876	....
Blue Ridge (S. Car.):							Cheshire:						
1st Mortgage guar. by State, gold	4,000,000	7	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	95 1/2
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.) ..	400,000	6	Jan. & July.	Boston.	1884	....	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds...	245,000	6	" "	" "	....	....	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	162,500	7	" "	" "	'89-'90	....	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamaroa:						
1st Mort. (Conc. to War. 71 m.) ..	760,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
2d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	" "	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	624,000	6	" "	Boston.	1889	92	Chicago and Alton:						
Boston, Hartford and Erie:													

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv.:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes:							2d Mortgage.....	118,000	7	Jan. & July.	" "	1880	....
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½	Columbus, Springfield and Cin.:						
Chicago, Dubuque & Minnesota:							1st Mortgage for \$1,000,000.....		7	.....	New York.	18—	....
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	....	Columbus and Xenia:						
Chicago and Illinois Southern:							1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....	Concord and Claremont:						
Chicago, Iowa and Nebraska:							1st and 2d Mortgage.....	374,000	6	.....	Boston.	Due.	....
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	Connecticut and Passumpsic Riv.:						
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	" "	1892	....	1st Mortgage skg fund, 1856.....	475,000	6	June & Dec.	Boston.	1876	92½
Chicago & Milwaukee (C. & N.W.):							Notes payable, coupon tax free.	481,000	7	" "	" "	1876	....
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Connecticut River:						
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern:							Connecticut Western:						
Prof. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	100	1st Mortgage.....	81,500	7	.....	Hartford.	18—	....
Interest (f'ded coup.) b'ds (193m.).	755,000	7	May & Nov.	" "	1883	92	Connecting (Philadelphia):						
1st Mortgage General (193 m.).	3,592,500	7	Feb. & Aug.	" "	1886	98	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	88
1st Mortgage, Appleton Ext.....	184,000	7	" "	" "	1885	....	Contoocook River:						
1st Mortgage, Green Bay Ext.....	300,000	7	" "	" "	1885	....	1st Mortgage.....	30,000	6	.....	Boston.	18—	....
Equipment Mortgage.....	101,000	7	April & Oct.	" "	1874	....	Cooperstown and Susq. Valley:						
1st Mort. (Gal. & Chic. U. R. R.).	1,807,000	7	Feb. & Aug.	" "	1882	....	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
2d Mort. (Gal. & Chic. U. R. R.).	987,000	7	May & Nov.	" "	1875	....	Coun. Bluffs & St. Jo. (K. C. Y. St. J.).						
Miss. Riv. Bridge (" ").....	200,000	7	Jan. & July.	" "	1884	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1889	....
1st Mort. (Elgin and State Line).	138,000	7	" "	" "	1878	....	2d Mortgage.....	150,000	10	" "	" "	1872	....
1st Mortgage (Peninsula).....	855,000	7	March & Sept.	" "	1898	....	Covington and Lex. (Ky. Cen.):						
Consol. skg fund Mort. (800 m.).	2,077,000	7	May & Nov.	" "	1915	92½	1st Mortgage March 1852.....	120,000	7	March & Sept.	New York.	1872	....
Equipment Mortgage.....	825,000	10	" "	" "	1871	....	2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	" "	1874	....	3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1885	....
3d Mort. (" ") 45m.	6,400	7	Feb. & Aug.	" "	1870	....	Cumberland Coal and Iron:						
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	....
3d Mort. (" ") 40m.	10,500	7	June & Dec.	" "	1898	....	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	" "	1888	....
1st Mort. (Chi. & Mil. R. W.) 85m	1,129,000	7	Jan. & July.	" "	1898	....	1st Mort. (George's Cr. assumed	98,600	6	June & Dec.	" "	1881	....
1st Mort. (Bel. & Mad. R. R.) 46m.	354,000	7	" "	" "	1888	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	....	2d Mortgage.....	109,500	8	Jan. & July.	" "	1908	....
Chicago, Pekin & Southwestern:							Plain bonds.....	81,800	8	Jan. & July.	" "	1884	....
1st Mortgage.....gold	25,000pm	7	Jan. & July.	New York.	1891	....	Danbury and Norwalk.						
Chicago, Rock Island and Pacific:							1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	103	1st Mortgage of 1869.....	200,000	7	" "	" "	1890	....
Chi. & Southwestern (C. R. I. & Pac.):							Danv. Hazleton & Wilkesbarre:						
1st Mort. guar. and tax free gold	5,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Chillicothe & Brunswick (N. Mo.):							Davenport and St. Paul:						
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
Cincinnati, & Balt. (Mar. & Cin.):							Dayton and Michigan:						
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
Cincinnati, Hamilton and Dayton:							2d Mortgage.....	642,000	7	March & Sept.	" "	1879	....
1st Mort. of 1863 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	3d Mortgage.....	700,000	7	April & Oct.	" "	1888	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....	Toledo Depot bonds.....	169,500	7	March & Sept.	" "	1871	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	" "	1877	....	Dayton and Union:						
Cinc. and Indiana (C. Laf. & Chi.):							1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	77-87	....	Income Bonds.....	252,445	6	" "	" "	1879	....
Cincinnati and Indianapolis June:							Dayton and Western:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....	1st Mortgage.....	433,000	6	" "	" "	1905	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....	Decatur & E. St. Louis (T. W. & W.):						
Cincinnati, Lafayette and Chi.:							1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....gold	20,000pm	7	March & Sept.	New York.	1901	....	Decatur, Sullivan and Mattoon:						
Cin. and Martinsville (C. & Laf.):							1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	Delaware:						
Cincinnati, Richmond & Chicago:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1895	....	Delaware State Loan.....	170,000	6	" "	" "	1876	....
2d Mortgage.....	65,000	7	" "	" "	1889	....	Guaranteed Bonds.....	100,000	6	" "	" "	1875	....
Cincinnati, Sandusky and Clev.:							Exten. (Stamf. to Delmer) bonds	100,000	6	" "	" "	1880	....
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	84	Delaware, Lackawanna & Western:						
1st Mort. (San. Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77½	1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	" "	1877	....	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	" "	1875	103
Cincinnati and Zanesville:							2d Mort. (General).....	1,633,000	7	March & Sept.	" "	1881	97
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Denver Pacific:						
Clev., Col. and Cine. (C. C. & I.):							1st Mortgage (Land grant).....gold	2,500,000	7	May & Nov.	New York.	1897	....
1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	71-84	....	Des Moines Valley:						
Clev., Col., Cin. & Indianapolis:							1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	....	1st Mortgage Land grant.....	4,690,000	8	" "	" "	1898	....
1st Mort. (C. C. and C. R. R.).	365,000	7	June & Dec.	" "	71-84	....	Income Bonds.....	462,000	7	Jan. & July.	" "	1884	....
1st Mort. (Buff. and Ind. R. R.).	646,000	7	Jan. & July.	" "	70-86	....	Detroit, Hillsdale and Indiana:						
Cleveland and Mahoning:							1st Mort. (16,000 p. m.).....guar.	1,080,000	8	June & Dec.	New York.	1890	....
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Detroit, Lansing & L. Michigan:						
3d Mortgage sinking fund.....	654,500	8	March & Sept.	" "	1876	....	1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
1st Mort. (Hubbard Br.) skg f'd	117,500	7	Jan. & July.	" "	1881	....	1st Mortgage.....	770,000	8	Jan. & July.	" "	1879	....
Clev., Mt. Vernon and Delaware:							2d Mortgage Iowa and Lansing.	300,000	8	May & Nov.	" "	1880	....
1st Mort. for \$1,500,000.....gold	143,000	7	Jan. & July.	New York.	1900	....	Detroit and Milwaukee:						
Clev., Painesv. & Ash. (L. Shore):							1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	100	2d Mortgage.....	1,000,000	8	" "	" "	1875	....
2d Mortgage (registered).....	1,000,000	7	" "	" "	1880	....	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	....
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	98½	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	....
Cleveland and Pittsburg:							Bonds of June 30, 1866, (cond).....	1,916,639	6	" "	NY & Detroit.	1896	....
2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1886

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1853	....	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (construction).....	600,000	7	" " "	" "	1894	....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888	104
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Mortgage not guaranteed....	376,769	7	" "	" "	'81-'86	....
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	35,000	8	" "	" "	1873	....	Hackensack & New York (Krie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	....	Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869....	129,100	7	May & Nov.	New York.	1889	....
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	....	Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....	1st Mortgage of Nov. 1, 1868....	675,000	7	May & Nov.	New York.	1898	89
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg fund..	3,500,000	7	Jan. & July.	New York.	1900	....	1st Mortgage guaranteed.....	6,000pm	7	Jan. & July.	New York.	1890	....
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	8	J. A. J. & O.	Boston.	1874	....	Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	96
Loan of 1862, sterling.....	383,000	6	Jan. & July.	London.	1872	....	Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	....
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	99	Six years Mortgage bonds.....	69,000	10	" "	" "	1872	....
Loan of 1865.....	160,000	6	April & Oct.	" "	1885	98	Three years' notes.....	810,000	8	" "	" "	1873	....
Loan of 1868.....	1,000,000	6	March & Sept.	" "	1888	....	Five years' notes.....	1,024,300	8	" "	" "	1875	....
Loan of 1869.....	500,000	6	May & Nov.	" "	1889	97	Fifteen years' bonds.....	1,209,500	8	" "	" "	1886	89
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" "	1876	....	1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	....
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam.R.R.)	1,200,000	10	Jan. & July.	" "	1892	....
1st Mortgage.....	400,000	....	Jan. & July.	Baltimore.	1880	....	Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	....
2d Mortgage.....	180,000	....	April & Oct.	" "	1886	....	Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	1st Mortgage of Jan. 1, 1870....	4,000,000	7	Jan. & July.	New York.	1890	....
Income Mortgage.....	570,000	5	May & Nov.	" "	1872	....	Harrisburg & Lancaster (Pa.R.R.):						
Real Estate (Elmira) bond.....	60,000	7	" "	" "	....	....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	94
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1871	101	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	95	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" "	" "	1883	93	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	92	1st Mort. (Connecticut 96.04 m.)...	1,574,500	7	" "	Hartford.	1876	....
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	....	Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	" "	1891	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Sterling Loan (£1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875	....	Hempfield:						
Erie and Pittsburg (Penn.):							1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....	Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	" "	1890	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" "	1893	....	2d Mortgage.....	500,000	7	Feb. & Aug.	" "	1885	....
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889	....
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6	Jan. & July.	N. Y. & Lond.	1898	....	Houston and Texas Central:						
1st m. R.R. & L'd (B to Win 45 m)	2,000,000	6	" "	" "	1899	....	1st Mortgage L.G. skg fund, gold	3,400,000	7	Jan. & July.	New York.	1891	....
Kavanaugh and Crawfordville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.)...	350,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Ev. & Chi. R.R.)...	740,000	7	May & Nov.	" "	1889	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	104
1st Mort (Rockville Extension)...	160,000	7	Feb. & Aug.	" "	1881	....	3d Mortgage.....	180,000	7	May & Nov.	" "	1875	....
Consolidated Mortgage.....	....	7	Jan. & July.	" "	1889	....	Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	103
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	1895	47
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	....	Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875	100
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....	2d Mortgage Construction.....	332,000	6	" "	" "	1875	....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "	1890	....
1st Mortgage L. G., 1st mort.....	267,000	7	May & Nov.	New York.	1880	....	Redemption, sterling.....	2,500,000	6	" "	London.	1890	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" "	1887	....	Illinois & South. Iowa (T.W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	88
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" "	1888	....	Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....	2,750,000	7	Jan. & July.	N.Y. & Lond.	1900	....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....	Indianapolis, Blooming. & West:						
Fonda, Johnston & Gloversville:							1st Mortgage, conv.....	5,000,000	7	April & Oct.	New York.	1909	....
1st Mortgage.....	300,000	7	" "	New York.	1889	....	2d Mortgage.....	1,500,000	8	" "	" "	1890	....
Ft. W., Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
Ft. W., Muncie & Cin. (F.W.J. & S.):							1st Mortgage (J. C. & L.) 179 m	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage guaranteed.....	1,800,000	7	Jan. & July.	New York.	1889	....	1st Mortgage (") 179 m	1,566,000	7	June & Dec.	" "	1899	....
Galena & Chic. Union (C. & N.W.):							1st Mortgage (Cin. and Ind.)...	500,000	7	" "	" "	1893	....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	100	2d Mort. (C. & L.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	98	Indianapolis, Crawfordv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" "	1884	....	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	....
Georgia:							Indianapolis & Madison (J.M. & I.):						
Bonds (various).....	615,000	7	Jan. & July.	Augusta.	'71-'86	....	1st Mortgage of May 1, 1862....	397,000	7	May & Nov.	New York.	1882	....
Goshen and Deckertown (Erie):							Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
Gr. Rapids & Indiana (P.F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	....
1st Mortgage guar half yr...gold	4,000,000	7	Jan. & July.	New York.	1893	....	Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage half year...gold	4,000,000	7	April & Oct.	" "	1899	....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
Grand Trunk (Ca.):							2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880	....
1st Preference Bonds £2,703,325.	13,516,625	5	Jan. & July.	London.	....	....	Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,264.	8,051,320	4	" "	" "	....	....	1st Mortgage of April 1, 1869...	2,960,000	7	April & Oct.	New York.	1899	....
3d Preference Bonds £758,510.	3,792,550	4	" "	" "	....	....	Iowa Midland (C. & N. W.):						
4th Preference Bonds £3,571,210.	27,855,065	4	" "	" "	1st Mort. of Aug						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.				Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.			
			When.	Where.									When.	Where.					
Jeffersonville, Madison & Indian:										Lehigh Valley:									
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906				1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872			
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....				1st Mort. of 1868 (coup. & reg.) free	3,343,000	6	June & Dec.	" "	1888	97		
1st Mortgage (Ind. & Mad. guar.)	87,000	7	May & Nov.	" "	1882	....				1st Mort. of 70 reg. for \$6,000,000	1,050,000	7	" "	" "	1900	99		
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....				1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	" "	1872	....		
Louisville Loan (Jefferson R.R.)	74,000	6	" "	" "	1882	....				Lewey's Island (S. C. & P.):								
1st Mortgage (Jefferson R.R.)	410,000	8	Jan. & July.	New York.	1882	....				1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....		
Joliet and Chicago (C. & Alton):										Little Miami & Colum. & Xenia:									
1st Mortgage (guar. fund guar.)	800,000	8	Jan. & July.	New York.	1874	....				1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....		
Joliet & Northern Ind. (Mich. C.):										Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....		
1st Mortgage, guaranteed.....	1,200,000	7	Jan. & July.	New York.	1888	....				1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	....		
Junction (Cin. & Indianapolis):										1st Mortgage (D. & W'tn.).....	275,000	7	Jan. & July.	" "	1905	....		
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....				1st Mortgage (").....	433,000	6	" "	" "	1906	....		
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	" "	1884	....				Little Rock and Fort Smith:								
Junction, Philadelphia:										1st Mortgage for \$3,500,000 gold	.....	6	Jan. & July.	Boston	1899	....		
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....				Little Rock, Pine Bluff & N. O.:								
2d Mortgage.....	300,000	6	April & Oct.	" "	1900	90				1st Mortgage.....gold	.....	7	" "	New York.	1889	....		
Junction and Breakwater:										Little Schuylkill (P. & Rdg.):									
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....				Logansport, Crawf. & S'wstn Ind.:	783,000	7	April & Oct.	Philadelphia.	1877	....		
Kalam., Alleg. & Gr. R. (L.S. & M.S.):										1st Mortgage, guaranteed.....	1,500,000	8	J. A. J. O.	New York.	1890	....		
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	96				Long Branch and Sea Shore:									
Kalamazoo, & S. Haven (M.Cen.):										1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....		
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104				Long Island:									
Kalam. & Three Riv. (L.S. & M.S.):										1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....		
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....				1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	" "	1890	....		
Kalam. & W. Pigeon (L.S. & M.S.):										1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	" "	1893	....		
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....				General Mortgage of 1869.....	775,000	8	" "	" "	1899	....		
Kansas City and Santa Fe:										Louisville & Miss. Riv. (Ch. & Al):									
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....				1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....		
Kan. City, St. Jo. & Coun. Bluffs:										Louisville, Cin. and Lexington:									
1st Mortgage (consolid.) 2d4 m.....	687,000	8	March & Sept.	N. Y. & Bost'n.	1890	....				1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897	....		
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	" "	1880	....				2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....		
2d Mort. (").....	150,000	10	" "	" "	1872	....				1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	" "	1881	....		
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	" "	1892	....				Louis. Loan (").....	100,000	6	" "	" "	1881	....		
2d Mort. (").....	539,500	8	June & Dec.	" "	1874	....				1st Mort. (Lex. & Frankfort).....	25,000	6	" "	" "	1874	....		
1st Mort. (Mo. Valley 61 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....				Louisville and Nashville:								
1st Mort. (").....	1,500,000	7	" "	" "	1893	....				1st Mortgage (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....		
Kansas Pacific (U. Pac. E. D.):										Louisville Loan (Main Stem).....	849,000	6	April & Oct.	" "	1867-87	....		
1st Mort. on R.R. 140 m.....gold	2,240,000	6	Feb. & Aug.	New York.	1895	....				Louisville Loan (Lebanon Br.).....	225,000	6	May & Nov.	" "	1887	....		
1st Mort. on R.R. 254 m.....gold	4,063,000	7	June & Dec.	" "	1896	....				1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	171-75	....		
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....				1st Mortgage (Bardonia Br.).....	1,000	7	Jan. & July.	" "	1870	....		
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	" "	1917-70	....				1st Mort. (Lebanon Br. Ext.).....	88,000	7	May & Nov.	" "	1880	....		
1st Mort. on R.R. 245 m. & 3,040,000 a	6,500,000	7	May & Nov.	" "	1899	....				Louisville Loan (Leb. Br. Ext.)	333,000	6	April & Oct.	" "	1893	....		
1st Mort. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	" "	1880	....				Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....		
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	" "	1905-97	....				Lowell & Lawrence (B. & L.):								
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....				1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....		
Kent County (Del.):										Macon and Brunswick:									
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....				1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	1870-90	....		
Kentucky Central (Cov. & Lex.):										2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....		
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....				3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....		
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....				Equipment Mortgage.....	150,000	.....	.....	.....	....
3d Mortgage June 1-65.....	237,000	7	June & Dec.	" "	1885	....				Macon and Western:								
Keokuk, Iowa City and Minn.:										1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....		
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....				Madison and Portage:								
2d Mortgage.....	5,000pm	7	" "	" "	1891	....				1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....		
Keokuk and St. Paul (C.B. & Q.):										Maine Central:									
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....				Loan of 1860-61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	1900-91	....		
Lackawanna and Bloomsburg:										Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	" "	1871	....		
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	....				Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	" "	1898	....		
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....				Mort. (Ext.) for \$500,000.....gold	112,000	6	April & Oct.	" "	1900	....		
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....				1st Mort. (B.to P. & Ken.) exch. 7s	577,000	6	" "	" "	1872	....		
2d Mortgage (Extension).....	200,000	7	May & Nov.	" "	1890	....				2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	" "	1870	....		
Income Mortgage.....	200,000	10	Jan. & July.	" "	1871	....				Mansfield & Framingham (B.C. & F.)								
Income Mortgage.....	79,335	7	April & Oct.	" "	1871	....				1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	93		
La C. Trempe & Pres. (C. & N.W.):										Marietta and Cincinnati:									
1st Mortgage, guaranteed.....	800,000	7	" "	New York.	....					1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....		
Lafayette, Bloomington & Miss.:										1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97			
1st Mortgage.....	1,300,000	8	" "	New York.	....					2d Mortgage.....	2,500,000	7	May & Nov.	" "	1896	85		
Lafayette, Muncie & Blooming.:										3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	" "	1890	19			
1st Mortgage.....	1,500,000	8	" "	New York.	....					1st Mort. (Scioto & Hocking).....	300,000	7	May & Nov.	New York.	1896	....		
Lake Erie and Louisville:										Baltimore Loan to Union R. R.	20,000	7	" "	Baltimore.	....			
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....				Marietta and Pittsburgh:								
Lake Shore & Michigan So.:										1st Mort. of Aug. 1, 1869.....gold	14,000pm								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$800,000	7	Jan. & July.	New York.	1891	....
Mifflin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitsville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
2d Mortgage, (").....	10,500	7	Jun. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, (").....	1,316,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,486,000	7	Jan. & July.	New York.	1893	94	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer)...	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.)..	3,792,000	7	Jan. & July.	"	1897	93	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	"	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	"	....	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	90	New H. Middle'n & Williaman.....	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	95	1st Mort. for \$3,000,000, tax free.						
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	....	2d Mortgage for \$1,500,000.....						
Income Mortgage.....	20,000	7	Jan. & July.	"	"	....	New H. & Northampton (Canal):						
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.....	247,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	"	....	New Jersey (Pennsylvania):						
Incumbrances assumed.....	35,073	7	"	"	"	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	3d ("state Loan).....	1,00,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.M.):						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,554,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869....	2,000,000	7	May & Nov.	New York.	1889	75
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv.:							1st Mort. for \$3,000,000.....gold						
1st Mortgage.....	12,000pm	7*	"	"	1900	....	New London Northern:						
Land Mort. (250,000 acres).....gold	1,000,000	7*	"	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7	"	"	1900	....	1st Mortgage, Extended.....	3,000,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1886....	600,000	7	April & Oct.	New York.	1876	....	New O. Baton Rouge & Vicksburg:						
Consolidated Mortgage of 1886..	1,175,500	8	March & Sept.	"	81-90	....	1st Mortgage.....gold	12,500pm	8*	"	"	1910	....
Mississippi River:							2d Mort. endor. by Louis.....gold	12,005pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	"	"	....	N. Orleans, Jackson & Gt. North..						
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1856.....gold	3,000,000	8*	Jan. & July.	London & N.Y.	1886	....
1st Mort. of June 1, 1870.....gold		7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860.....gold	1,500,000	8*	April & Oct.	New York.	1890	....
Missouri, Kansas and Texas:							Income Mortgage o 1870.....gold	2,000,000	7*	"	"	1890	....
1st M. RR & land (U.P.S. Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
1st M. (Tebos & Neahos)S.F., gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:						
Consol. L.G. S.F. (\$14,000,000)gd	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	"	1915	....
1st Mortgage of Jan. 1, 1894....	5,000,000	10	Jan. & July.	New York.	1899	100	2d Mortgage on 27 miles.....cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870....	1,400,000	10	April & Oct.	"	1890	100	New Orleans and Selma:						
Missouri Valley (R. U.S. J. & C.B.):							1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston:						
1st Mortgage.....	1,000,000	7*	"	"	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk:							New York Central:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Debt Certif. & Premium Bonds.	5,938,626	6	May & Nov.	New York.	1883	93
Mobile Lo'n \$1,500,000 end. by Co.	1,500,000	8	"	"	....	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	101
Mobile and Girard:							Bonds for B. & N. Falls R.R. St.	78,000	6	Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	91
2d Mortgage, endor. ad by Ala..	199,000	7	"	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Plain Bonds.....	33,500	7	"	"	....	....	Bonds and mortgages for R. E..	22,800	7	various.	"	var.	....
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	91
Mobile and Ohio:							1st Mort. (Hudson Riv. R.R.)..	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	"	1885	....
1st Mortgage.....Sterling	803,700	6*	"	"	1878	....	3d Mort. (" ").....	180,000	7	May & Nov.	"	1875	....
Interest bonds (10 years).....	377,900	8	"	"	1883	....	Conv. B'ds (" ").....	8,000	7	"	"	1867	....
Interest bonds 2nd issue.....	755,000	6*	"	"	1883	....	New York and Fort Lee (Erie):						
Interest bonds sterling.....	1,151,000	8	"	"	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	New York & Flushing (F. & N.S.):						
Montgomery & Erie (Erie):							1st Mortgage.....	135,000	7	"	"	1876	....
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Harlem:						
Montgomery and Eufala:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	102
1st Mortgage of 1866, endorsed ..	640,000	8	March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
1st Mortgage of 1870, endorsed....	300,000	8	June & Dec.	"	1900	....	Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	"	1893	....
Montgomery & West Point (Wt. Yn)							Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
Mortgage of 1850.....	10,000	8	Jan. & July.	[New York.	Due.	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	450,000	8	"	"	1876	....	N. York, Housatonic & Northern:						
1st Mortgage.....	298,000	8	"	"	1876	....	1st Mortgage.....	141,500	7	"	"	1889	....
2d Mortgage.....	254,000	8	"	"	1881	....	New York and New Haven:						
Income Mortgage.....	694,000	8	various.	Montgomery.	var.	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	....
Montreal & Champlain:							New York & Oswego Midland:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	1st Mort. for \$8,000,000..... gold	3,800,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage.....	370,000	8	"	"	1879	....	New York, Providence & Boston:						
Morris and Essex:							1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105	1st Mortgage.....	80,000	6	"	"	1878	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	101	Consol. Mort. for \$1,000,000....	512,000	7	Jan. & July.	"	1899	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Niles and New Lisbon:						
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93	1st Mortgage.....	500,000	7	"	"	1889</

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865.....	\$6,000,000	7	Jan. & July.	New York.	1895	84	1st Mortgage, guaranteed.....	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888	....	Peninsula (C. & N. W.):						
3d M. of Oct. 1869 (7 p.c. after 5 yrs)	3,000,000	10	"	"	1888	....	1st Mortgage, guaranteed.....	855,000	7	March & Sept.	New York.	1898	96
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	101	1st Mortgage.....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	113	Pennsylvania and New York:						
2d Mortgage.....	1,246,000	7	May & Nov.	"	1896	99	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1896	90
Northern Central:							1st Mortgage.....	1,500,000	7	"	"	1906	....
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....	Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	92	1st Mortgage (Bangor Loan).....	577,000	6	April & Oct.	Bangor.	1872	....
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	89	2d Mortgage.....	189,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage (York & Cumb. R.R.)	500,000	6	Jan. & July.	"	1877	....	Peoria & Bureau Val (C. R. I. & P.):						
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	92	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880	....	Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878	....
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	....	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Eric):							1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	....	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	....
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1900	....
North Western Virginia:							Perkiomen (Phila. & Rdg):						
2d Mortgage (assumed B. & O.)	458,000	6	Jan. & July.	Baltimore.	1873	....	1st Mortgage.....	610,200	6	April & Oc.	Philadelphia.	1897	81
3d Mortgage (" ")	140,000	6	"	"	1885	90	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed.....	100,000	6	"	New York.	1886	....
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	....	Petersburg:						
Plain bonds.....	59,000	7	June & Dec.	"	1874	....	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	....
Steamboat bonds.....	45,000	7	Feb. & Aug.	"	1870	....	Mortgage Bonds.....	26,500	7	"	"	1865	....
Construction bonds.....	250,000	7	Jan. & July.	"	1877	....	Mortgage Bonds.....	266,500	8	"	"	79-96	....
New bonds of 1870.....	22,000	7	"	"	1890	....	Philadelphia and Baltimore Cent:						
Nyack and Northern:							1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Md. Div.).....	300,000	6	"	"	1891	....
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling	150,000	6*	May & Nov.	London.	1873	....	1st Mortgage.....	5,000,000	6	March & Sept.	Philadelphia.	1881	92
1st Mortgage (") dollar.	51,000	7	"	New York.	1873	....	2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	88
Ogdenburg and Lake Champlain:							3d Mortgage.....	3,598,000	6	"	"	1920	....
1st Mort. conv. into pref. stock...	4,600	7	Jan. & July.	Boston.	1869	....	1st Mortgage (Sunbury & Erie):	1,000,000	6	April & Oct.	"	1877	....
2d Mort. conv. into com. stock...	25,200	7	April & Oct.	"	1861	....	Philadelphia, Germant. & Norist:						
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	86	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	....
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	100	Debtenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	....
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	....	Debtenture Loan of 1868.....	1,121,000	6	"	"	1892	....
2d Mortgage, (W. Div.) conv.	534,000	7	"	"	1874	....	Debtenture Loan of 1870.....	2,625,000	7	"	"	1890	....
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1867, conv.	143,000	6	"	"	1886	....
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882	....	Mort. Loans of 1843-44-48 & 49:	1,521,000	6	"	"	1880	92
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	94	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	106
Consolidated Mort. (sterling)	101,850	7	"	London.	1898	....	Sterling Loan of 1836.....	182,400	5	Jan. & July.	London.	1880	....
Oil Creek and Allegheny River:							Sterling Loan of 1843.....	976,800	6	"	"	1880	....
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	88	Sterling Loan of 1836.....	258,000	7	"	"	72-77	....
1st Mortgage.....	530,000	7	April & Oct.	"	1882	....	Philadelphia, Wilmington & Balt:						
1st Mortgage.....	200,000	7	June & Dec.	"	1871	....	Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884	....
2d Mortgage.....	71,000	7	May & Nov.	"	1871	....	Plain Bonds.....	600,000	6	April & Oct.	"	1871	....
Consolidated Mortgage.....	819,000	7	"	"	1888	....	Plain bonds.....	400,000	6	"	"	1876	....
Old Colony and Newport:							Plain Bonds.....	1,000,000	6	"	"	1887	....
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	103	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds.....	1,000	6	March & Sept.	"	1874	96	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	....	2d Mort. conv. (Steubenville & Ind.)	3,820,000	6	March & Sept.	"	83	....
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	....	Pittsburg & Connellsville (B. & O.):						
Plain Bonds.....	34,000	6	"	"	1884	....	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	94
Omaha and Southwestern:							2d Lien Balt. Loan.....	1,000,000	6	"	"	1886	....
1st Mort. (North Platte Div.)...	300,000	8	June & Dec.	New York.	1890	....	Turtle Creek Div. bond.....	400,000	6	Feb. & Aug.	New York.	1889	....
Orange, Alexandria & Manassas:							Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	81	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
3d Mort. (")	598,000	8	May & Nov.	Richmond.	1873	86	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
4th Mort. (")	574,000	8	March & Sept.	Alexandria.	1880	81	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Va. State Loan.....	249,962	7	"	"	1893	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Ogawa Valley & Southern Kansas:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	....
Ogawa and Rome (R.W. & O.):							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	102
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Ogawa and Syracuse D.L. & W.:							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	70-80	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	....	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	....
Ottawa, Osw. & Fox R.V. (O.B. & A.):							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	94
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....	Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....
Owensboro and Russellville:							Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	....	Construction bonds of Jan. 1, 1870	100,000	7	Jan. & July.	"	1877	....
Pacific of Mo.:							Port Huron & Lake Michigan:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....	1st Mortgage of May 1, 1869....	1,800,000	7*	May & Nov.	New York.	1899	....
1st Mortgage.....	7,000,000	7	Jan. & July.	"	1880	101	Portland and Kennebec:						
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	....	1st Mort. (K. & P. R. R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
St. Louis County Loan.....	700,800	6	Feb. & Aug.	"	71-73	....	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	....
Panama:							Consol. (P. & K. R. R.) Apr. 1, 1865	790,700	6	"	"	1896	....
Sterling Bonds £152,775 at 4.85.	740,959	7	Feb. & Aug.	London.	1872	....	Portland loan.....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$660,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar. by S.C.	506,000	6	March & Sept.	"	1889	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	243,745	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala..... gold	16,000pm	5*	May & Nov.	New York.	1890	....
3d Mortgage.....	160,000	7	"	"	1887	....	Schene. tady and Susquehanna:						
1st Mortgage (S. & W.) assumed	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free..... gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. & S. & R.) assumed.	500,000	7	May & Nov.	"	1890	....	Sch. ylen and Susquehanna:						
1st Mortgage (G.F.Br.) assumed.	125,000	7	Jan. & July.	"	1894	....	1st Mortgage, May 1, 1866.....	97,000	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1886	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	....	Seaboard and Roanoke:						
Consolidated Mort.....	1,722,600*	6	May & Nov.	N. Y. & Rich.	'76-'90	80	1st Mortgage.....	210,000	7	"	Philadelphia.	1800	....
4th Mortgage.....	64,500	6	"	Richmond.	'73-'75	80	Selma and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,000	6	Feb. & Aug.	"	'71-'76	80	1st Mortgage, guar. by Ala.. gold	16,000pm	8*	"	New York.	1890	....
Rich., Frederickburg & Potomac:							Selma, Marion and Memphis:	16,000pm	8*	March & Sept.	New York.	1889	....
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	Selma and Meridian:						
Dollar Bonds.....	124,459	6	"	Richmond.	var	....	1st Mortgage (3d series).....	796,850	6	various.	"	var	....
Dollar Bonds.....	274,228	7	"	"	var	....	Selma, Rome and Dalton:						
Richmond and Petersburg:							1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mrtgage (old) various.....	151,296	va	various.	N. Y. & Rich.	var	....	2d Mortgage.....	6,000,000	7	"	"	....	....
Mortgage of April 1, 1870.....	179,000	8	April & Oct.	"	'72-'80	....	Shamokin Valley & Pottaw. (N.C.):						
Richmond and York River:							1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	....	Shenango and Allegheny:						
Roanoke Valley (R. & Dan.):							1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....	Shenango and Allegheny:						
Roche-ter & Genesee Val. (Erie):							1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	....
1st Mortgage, guaran. ced.....	70,000	6	Jan. & July.	New York.	1876	....	Shore Line (N. Y. & N. H.):						
Rockford, R. Island & St. Louis:							1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
1st Mortgage, conv., S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	Sioux City and Pacific:						
Rocky River:							1st Mortgage Jan. 1, 1868... gold	1,628,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	2d Mortgage (U.S. subsidy)..... cur	1,628,320	6	"	"	1898	....
Rome, Watertown & Ogden.....							Sioux City and St. Paul:						
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....	1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.	....	....
1st Mort. (W. & R.) Skg Fund.....	790,900	7	March & Sept.	"	1880	....	Somerset (Me. Central):						
1st Mort. (Potomac & Watert.)	343,500	7	June & Dec.	"	'72-'74	....	1st Mortgage, June 1, 1871..... gold	450,000	7*	June & Dec.	Boston.	1891	....
Rondout and Oswego:							South Carolina:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	....	Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Rutland (Verm. Central):							Domestic Bonds (H) 1866-'67.....	306,500	7	April & Oct.	Charleston.	'71-'72	....
Equ. p. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	....	Domestic Bonds (I) 1862-'67.....	342,500	6	Jan. & July.	"	'73-'74	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	100	Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	'88-'91	....
Rutland & Burlington (Rutland):							Domestic Bonds (special) Sep. '66	76,000	6	Jan. & July.	"	'80-'92	....
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....	Real Estate Mortgage.....	80,732	7	various.	"	'71-'91	....
2d Mort. conv. into com. stock..	67,000	7	"	"	1863	....	Mortgage, Jan. 1868 (L.).....	800,500	7	Jan. & July.	New York.	'82-'88	....
Saint Croix and Penobscot:							South Georgia & Florida (A. & G.):						
1st Mort. (Cal. & Baling R.R.).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
2d Mort. (").....	17,500	6	June & Dec.	"	1879	....	2d Mort. " " " "	200,000	7	"	"	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	South Mountain Iron:						
St. Joseph & C.B. (K.C. St. J. & C.B.):							1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
2d Mortgage (").....	339,500	8	June & Dec.	"	1874	....	South and North Alabama:						
St. Joseph & Den. C. (E.D. 112m.):							1st Mort., endor. by Ala. tax free	22,000pm	5*	Jan. & July.	New York.	1890	....
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1899	102	South Pacific (Atl. & Pac.):						
St. Joseph & Den. C. (W.D. 109m.):							1st Mort. assumed by A. & P.....	7,250,000	6*	Jan. & July.	New York.	1888	....
1st M. R.R. lands of M'y 14, 7-free	5,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1900	97	South Shore (Mass.):						
St. Lawrence & Industry (Cen.):							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
1st Mortgage, 56,000 to 600.....	250,000	8	Feb. & Aug.	London.	1887	....	South Side (L. I.):						
St. Louis, Alton and Terre Haute:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	....	South Side, Va. (A.M. & O.):						
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....	1st Mort., consol. 2d pref.....	619,300	6	"	"	'84-'90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	4th Mortgage, consol. 3d pref.....	458,100	6	"	"	'84-'90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	78	Va. State Loan (net).....	708,102	6	"	"	long	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	Southern Central:						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, guaranteed..... gold	16,000pm	7*	Jan. & July.	New York.	1901	....	Southern Iowa and Cedar Rapids:						
St. Louis and Iron Mountain:							1st Mortgage..... gold	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	92	Southern Minnesota:						
St. Louis, Jacksonville & Chicago:							1st Mort. Apr. 1, 1868 tax free....	20,000pm	7	April & Oct.	New York.	1888	....
1st Mortgage o. Mar. 1, 1864.....	2,365,000	7	April & Oct.	New York.	1894	....	Southern (Cal.) Pacific:						
2d Mortgage of May 1, 1864.....	360,000	7	Jan. & July.	"	1898	....	1st Mortgage for \$28,000,000 gold	.....	6*	Jan. & July.	New York.	1901	....
St. Louis, Lawr. & Den. (P. & M.):							Southern Pennsylvania:						
1st Mortgage, guaranteed..... gold	1,020,000	6*	Jan. & July.	New York.	1901	....	1st Mort. March 1, 1870..... gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
St. Louis and Santa Fe:							2d Mort. Sept. 1, 1870..... gold	80,000	7*	"	"	1880	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	South Western (Cen. of Ga.):						
St. Louis and South Eastern:							Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	....
1st Mort. skg fund conv..... gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....	Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
St. Louis and St. Joseph (N. Mo.):							Spartanburg and Union:						
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	7*	May & Nov.	New York.	1893	....	1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage not endorsed.....	198,370	7	"	"	....	....
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....	Springfield & Illinois S. Eastern:						
2d Mortgage, S. F., guaranteed.	2,000,000	7	April & Oct.	"	1887	....	1st Mortgage..... gold	18,000pm	7*	Jan. & July.	New York.	1890	....
St. Paul and Chicago (M. & St. P.):							Sterling Mountain:						
1st Mort. of 1870..... gold	3,000,000	7*	J. A. J. & O.	"	1900	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
St. Paul and Pacific 1st Division:							Sullivan (Verm. Central):						
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	....
1st Mort. (St. Paul to Wab. 89 m.)	700,000	7	Jan. & July.	"	1892	2d Mortgage, extended.....						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000.....	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	89	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	86 1/2	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	93
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	80	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	103
Equipment sinking fund.....	406,000	8	Jan. & July.	"	1879	....	West Shore Hudson River:						
Toledo, Wabash and Western:							1st Mortgage.....	676,300	7	— & —	New York.	....	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1900	95 1/2	West Wisconsin:						
1st M. (L. Erie, W. & St. L. 187 m.).....	2,500,000	7	"	"	1900	....	1st M. L. G. stg. conv. £800,000.....	.....	7*	Jan. & July.	N.Y. or Lond.	1885	....
2d Mort. (Tol. & Wabash 75 m.).....	1,000,000	7	May & Nov.	"	1878	92 1/2	Wicomico and Pocomoke:						
2d Mort. (Wab. & West. 167 m.).....	1,500,000	7	"	"	1871	....	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
Equipm't Bonds (T. & W. 75m.).....	600,000	7	"	"	1883	85	Williamston and Tarboro:						
Consol. M. (T., W. & W. 500 m.).....	2,700,000	7	F. M. A. & N.	"	1907	90 1/2	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	89 1/2	Wilm., Charlotte & Rutherford:						
Troy and Boston:							1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Wilmington and Reading:						
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	99
Convertible Bonds.....	648,000	7	"	"	1882	....	2d Mortgage.....	262,200	7	Jan. & July.	"	1902	....
Troy, Salem & Rutland (R. & Sar.):							Wilmington and Weldon:						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
Troy Union:							Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1893	....
2d Mortgage, guaranteed.....	380,000	6	"	"	1878	....	Winona & St. Peter (C. & N. W.):						
Union Pacific:							1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	....
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	90 1/2	2d Mortgage.....	12,000pm	7	May & Nov.	"	....	....
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	84							
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	84							
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....						
Union Pacific—Central Branch:							CANAL BONDS.						
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Chesapeake and Delaware:						
2d Mortgage (U.S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	95
Union Pacific—E. D. (see K. Pac.)							Chesapeake and Ohio:						
1st Mortgage.....	4,145,000	6*	Jan. & July.	New York.	1869	....	Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Union and Titusville:							Sterling Loan guaranteed.....	4,375,000	5*	"	London.	1890	....
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Utica and Black River:							Delaware Division (L.C. & W.):						
1st Mortgage, July 1868.....	150,000	7	Jan. & July.	New York.	1878	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Vermont Central:							Delaware and Hudson:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	87	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
2d Mortgage.....	1,500,000	7	"	"	1891	41 1/2	Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884	....
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	'76-'77	100	Delaware and Raritan (See Cam						
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	102 1/2	den and						
Stanstead, Sheffield & Cham. b'ds	600,000	7	Jan. & July.	"	....	84	Erne of Pennsylvania:						
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	....	....	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	....
Vermont and Massachusetts:							Bonds for interest prior to 1850.	161,960	7	"	"	1873	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Lehigh Coal and Navigation:						
Convertible tax free, bonds.....	200,000	7	"	"	1879	....	Mortgage Loan.....	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	87 1/2
Vermont Valley (Vt. Central):							Mortgage Loan.....	2,000,000	6	"	"	1897	92 1/2
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	....
1st Mortgage.....	114,000	6	"	Boston.	1870	....	Gold Loan.....	980,000	6*	"	"	1894	91 1/2
1st Mortgage.....	293,200	7	"	New York.	1869	....	Convertible Loan.....	1,996,879	6	"	"	1877	83
Vicksburg and Meridian:							Monongahela Navigation:						
General Mort., 1st series (red).....	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887	....
" " 2d series (blue).....	850,000	7	"	"	1890	....	2d Mortgage.....	7,000	6	"	"	1875	....
" " 3d series (black).....	154,000	7	"	"	1890	....	Morris and Banking:						
" " (not endorsed).....	1,263,000	7	April & Oct.	"	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1876	....
Special Loan.....	225,438	8	Jan. & July.	"	1880	....	2d Mortgage.....	285,000	6	"	"	1876	....
Vineland:							Boat Loan, sinking fund.....	236,965	7	"	"	1885	....
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	Dividend Scrip.....	103,164	7	— & —	"	....	....
Virginia Central sec "Ches. & O."							Pennsylvania:						
Virginia & Tennessee (A.M. & O.):							1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	....	Schuylkill Navigation:						
2d Mortgage.....	4,000	6	"	"	1869	....	1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.	1872	80 1/2
3d Mortgage.....	990,000	6	"	"	1884	....	2d Mortgage.....	4,006,670	6	Jan. & July.	"	1882	80
Income Mortgage.....	138,500	6	"	"	1866	....	Plain Bonds.....	171,564	6	— & —	"	1876	81
4th Mortgage.....	846,000	8	"	"	1900	89	Improvement bonds.....	305,500	6	May & Nov.	"	1870	....
Registered Certificates.....	116,128	8	"	Richmond.	1880	....	Boat and Car Loan 1863.....	800,000	6	"	"	1888	....
Interest Funding Bonds.....	204,200	8	"	New York.	1880	....	Boat and Car Loan 1864.....	623,650	7	— & —	"	1889	....
Walkill Valley (Erie):							Susquehanna (S. & Tide Water):						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1884	....	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	68
Ware River (N. & N.):							2d Mortgage.....	700,000	6	"	"	1885	....
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	3d Mortgage stg.....	872,667	6*	"	London.	1878	....
Warren (D. L. & W.):							Tide-Water (Susq. & Tide-W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	1st Mortgage.....	97,510	6	Jan. & July.	Baltimore.	1894	....
Warwick Valley (Erie):							2d Mortgage.....	300,000	6	"	"	1885	....
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	3d Mortgage.....	436,333	6	"	London.	1878	....
Washington and Ohio:							Union:						
1st Mortgage 1868 for \$8,000,000.....	.....	7	May & Nov.	New York.	1898	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
Watertown & Rome (R. W. & O.):							West Branch and Susquehanna:						
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878	....
Sinking Fund.....	796,900	7	"	"	1880	....	2d Mortgage.....	297,000	6	May & Nov.	"	1888	....
Westchester and Philadelphia:							3d Mortgage.....	13,000	6	"	"	1868	....
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....	Wyoming Valley (Penna.):						
3d Mortgage (8s compromised).....	567,400	6	April & Oct.	"	1878	....	1st Mortgage, assumed by Pa...	600,000	6	Jan. & July.	Philadelphia.	1878	....
Western Alabama:							MISCELLANEOUS.						
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	American Dock & Improvement:						
1st Mortgage (before consol.).....	600,000	8	"	"	1888	....	1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98 1/2
1st Mortgage (M. & W. Point R.R.)	750,000	8	Jan. & July.	"	1881	....	Consolidated (Md.) Coal:						
Western (B. & Albany):							1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885	....
Sterling Bonds.....	1,619,520	6*	April & Oct.	London.	1871	....	Pennsylvania Coal:						
Albany Loan (A. & W. Stckb'dge)	600,000	6	Jan. & July.	Boston.	1876	....	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	100	Long Lock:						
Western Maryland:							Mortgage Bonds, guaranteed ...	2,500,000	7	June & Dec.	New York.	1872	94
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	79 1/2	Mariposa:						
2d Mortgage preferred.....	600,000	6	"	"	1890	61	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
Bonds endorsed by Balt.....	600,000	6	"	"	1890	....	2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	....
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	92	Quicksilver:						
Western North Carolina (E.D.):							1st Mortgage.....	500,000	7*	June & Dec.	New York.	1873	....
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....	2d Mortgage.....	1,000,000	7*	Jan. & July.	"	1879	....
Western Pennsylvania (Penn.):							Western Union:						
1st Mortgage (E. Div.) guar.....	400,000	6	April & Oct.	Philadelphia.	1896	....	1st Mortgage (S. F.) convertible.	4,524,000	7	May & Nov.	New York.	1875	....
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....	2d Mortgage.....	89,500	7*	Jan. & July.	"	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

As entered (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Years ending	Railroad			Rolling Stock			Property and Assets			Abstract of General Balance Sheet					Operations			Earnings		Value of Shares			
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.		Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Carried one mile.		Net.	Dividends.	Par.	P. c.
					Pasa.	Cars.												Passen- gers.	Tons.					Gross.	Freight.
Sept. 30, 1870	60.0	M.	1.0	125.0	3	3	56	Adirondack	2,881,918	10,500,000	2,881,918	3,768,000	930,000	1,766,223	2,700,000	60.0	31,188	685,940	67,324	18,116	100	100	
May 31, 1871	260.0	M.	14.8	240.0	20	20	400	Alabama and Chattanooga	10,500,000	10,500,000	10,500,000	7,800,000	2,000,000	6,304	2,700,000	296.0	470,439	15,998,718	880,703	87,597	100	100	
Sept. 30, 1870	142.0	M.	18.8	158.0	25	25	12	Albany and Susquehanna	7,108,372	7,108,372	7,108,372	4,154,925	2,953,447	6,304	4,154,925	132.0	11,311,323	11,311,323	880,703	87,597	100	100	
Jan. 31, 1871	182.0	M.	19.5	198.0	26	26	23	Allegheny Valley	894,551	894,551	894,551	2,256,350	751,100	674,165	2,256,350	132.0	11,311,323	11,311,323	880,703	87,597	100	100	
Jan. 31, 1872	203.0	M.	6.0	209.0	6	6	124	Androscoquin	800,000	800,000	800,000	380,000	425,000	800,000	380,000	20.5	139,949	by Obishire	204,703	88,007	100	100	
Jan. 31, 1873	235.0	M.	6.0	241.0	8	8	23	Annapolis and Elkridge	445,000	445,000	445,000	246,018	930,000	445,000	246,018	20.5	139,949	by Obishire	7,500	7,500	100	100	
Dec. 31, 1874	235.0	M.	1.8	242.8	6	6	4	Ashuelot	506,000	506,000	506,000	1,815,000	930,000	506,000	1,815,000	42.0	81,679	by Obishire	7,500	7,500	100	100	
Dec. 31, 1875	340.0	M.	89.0	347.0	6	6	108	Atchison, Topeka & Santa Fe	506,000	506,000	506,000	1,815,000	930,000	506,000	1,815,000	42.0	81,679	by Obishire	7,500	7,500	100	100	
May 31, 1876	340.0	M.	172.0	347.0	16	16	6	Atlanta and West Point	1,200,281	1,200,281	1,200,281	2,232,200	348,000	6,364	2,232,200	86.7	4,351,608	232,353,606	467,956	192,053	100	100	
May 31, 1877	387.0	M.	38.1	387.0	166	166	80	Atlantic and Great West	50,595,598	50,595,598	50,595,598	29,593,082	25,999,000	60,501	29,593,082	943.0	616,110	54,139,269	4,494,101	1,031,971	100	100	
Dec. 31, 1878	414.0	M.	107.0	414.0	166	166	33	Atlantic and Gulf	7,075,338	7,075,338	7,075,338	2,78,879	2,986,200	87,772	2,78,879	96.0	94,998	109,860	1,031,971	893,817	100	100	
Dec. 31, 1879	426.0	M.	16.3	426.0	7	7	3	Atlantic and North Carolina	25,250,000	25,250,000	25,250,000	1,736,225	200,000	87,772	1,736,225	96.0	94,998	109,860	1,031,971	893,817	100	100	
May 31, 1879	426.0	M.	33.0	426.0	34	34	825	Atlantic and Pacific	Missouri	25,250,000	25,250,000	15,000,000	10,250,000	175,197	15,000,000	10.5	20,032	by Obishire	7,500	7,500	100	100	
Dec. 31, 1879	426.0	M.	15.0	426.0	34	34	825	Atlantic and Pacific	Missouri	25,250,000	25,250,000	15,000,000	10,250,000	175,197	15,000,000	10.5	20,032	by Obishire	7,500	7,500	100	100	
Sept. 30, 1879	426.0	M.	0.5	426.0	21	21	2	Atronic and St. Lawrence	1,050,000	1,050,000	1,050,000	194,250	20,000	175,197	194,250	10.5	20,032	by Obishire	7,500	7,500	100	100	
Sept. 30, 1879	426.0	M.	0.5	426.0	21	21	2	Atronic and St. Lawrence	1,050,000	1,050,000	1,050,000	194,250	20,000	175,197	194,250	10.5	20,032	by Obishire	7,500	7,500	100	100	
Nov. 30, 1879	426.0	M.	2.0	426.0	324	324	164	Bald Eagle Valley	30,027,824	30,027,824	30,027,824	1,815,000	930,000	506,000	1,815,000	42.0	81,679	by Obishire	7,500	7,500	100	100	
Sept. 30, 1879	426.0	M.	46.0	426.0	30	30	30	Baltimore and Ohio	1,050,000	1,050,000	1,050,000	1,815,000	930,000	506,000	1,815,000	42.0	81,679	by Obishire	7,500	7,500	100	100	
Sept. 30, 1879	426.0	M.	17.0	426.0	30	30	30	Baltimore and Ohio	1,050,000	1,050,000	1,050,000	1,815,000	930,000	506,000	1,815,000	42.0	81,679	by Obishire	7,500	7,500	100	100	
May 31, 1879	426.0	M.	2.5	426.0	30	30	30	Baltimore and Ohio	1,050,000	1,050,000	1,050,000	1,815,000	930,000	506,000	1,815,000	42.0	81,679	by Obishire	7,500	7,500	100	100	
May 31, 1879	426.0	M.	4.0	426.0	30	30	30	Baltimore and Ohio	1,050,000	1,050,000	1,050,000	1,815,000	930,000	506,000	1,815,000	42.0	81,679	by Obishire	7,500	7,500	100	100	
Dec. 31, 1879	426.0	M.	1.5	426.0	30	30	30	Baltimore and Ohio	1,050,000	1,050,000	1,050,000	1,815,000	930,000	506,000	1,815,000	42.0	81,679	by Obishire	7,500	7,500	100	100	
Dec. 31, 1879	426.0	M.	8.0	426.0	30	30	30	Baltimore and Ohio	1,050,000	1,050,000	1,050,000	1,815,000	930,000	506,000	1,815,000	42.0	81,679	by Obishire	7,500	7,500	100	100	
Dec. 31, 1879	426.0	M.	5.4	426.0	30	30	30	Baltimore and Ohio	1,050,000	1,050,000	1,050,000	1,815,000	930,000	506,000	1,815,000	42.0	81,679	by Obishire	7,500	7,500	100	100	
Sept. 30, 1879	426.0	M.	49.7	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	41.5	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	1.5	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	17.0	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	9.7	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	76.7	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	76.7	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	51.3	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	24.0	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	24.0	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	24.0	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	24.0	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	24.0	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	24.0	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	24.0	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	24.0	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	24.0	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	24.0	426.0	183	183	118	Bloomsburg and Corning	500,000	500,000	500,000	250,000	48,000	970,468	250,000	80.0	2,449,500	392,178	64,455	100	100		
Sept. 30, 1879	426.0	M.	24.																				

Dec. 31, 1870	73.0	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville	Ind.	2,500,000	156,000	10,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,00
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Land Grant Railroads are printed in "Zaitze." State-aid Railroads are distinguished by a "t."

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running data (....) signify "not ascertained."

[illegible]

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS

Years ending	Length equi. single track	Horses and Dummies	Cars	COMPANIES.	Cost of Road and Equipment	Share Capital	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount out-stand- ing.	Rate.	Pay- able.	Principle Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.						
Sept. 30, '70	7.25	94	14	Albany..... N.Y.	156,100	110,300	40,000		87,061	22,592	5	100	100	Albany:	40,000		J. & J.	18	....
Sept. 30, '70	0.96			Albany st. Freight (B'ton). Mass.	47,765	75,000		1,136	2,654	567		100	100	Bleecker St. & Fulton Ferry:						
Oct. 31, '70	3.41	11	4	Allentown..... Pa.	30,118	30,500			12,733	1,886		100	100	1st Mortgage.....	994,000	J. & J.	1872	....	
Dec. 31, '68	31.00	479	73	Baltimore City..... Md.					480,046		6	100	100	Broadway (Brooklyn):						
Sept. 30, '70	22.00	412	63	Bleeker st. & F.F. (N.Y.C.) N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828		100	100	1st Mortgage.....	100,000	J. & J.	1881	....	
Sept. 30, '70	3.36			Boston and Chelsea..... Mass.	110,000	110,000			4,400	4,004	4	100	100	Broadway and 7th Avenue:						
Sept. 30, '70	2.75			Boston & West Roxbury. Mass.	41,000	41,000						100	100	1st Mortgage.....	500,000	J. & D.	1884	....	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	Brooklyn City:						
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	1,500,000	1,500,000	100,000	707,983	242,248	6	100	100	1st Mortgage.....	80,000	J. & J.	18	....	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney L.N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100	Brooklyn City:						
Sept. 30, '70	72.00	1412	297	Brooklyn City..... N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	115,633	12.0	100	100	1st Mortgage.....	300,000	J. & J.	1882	....	
Sept. 30, '70	24.33	211	49	B'klyn. City, Hun. P. & P.P.N.Y.	685,864	300,000	379,000	91	166,955	24,058		100	100	Bklyn. City, Hun. P. & P.P.:						
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400			150,922	23,653		100	100	1st Mortgage.....	379,000	M. & N.	1878	....	
Sept. 30, '70	6.00			B'klyn. Flatb. & Coney Isl.N.Y.	105,000	180,000	100,000	(Open Oct. 1, 1870.)				100	100	Brooklyn and Jamaica:						
Sept. 30, '70	24.09	190	39	Brooklyn and Jamaica..... N.Y.	1,288,100	488,100	800,000					100	100	1st Mortgage.....	800,000	J. & J.	1890	....	
Sept. 30, '70	4.50			Brooklyn & Rockaway B'h. N.Y.	210,793	145,500	84,500	3,000	34,357	18,241		100	100	Brooklyn City & Newtown:						
Sept. 30, '70	15.21	182	52	Buffalo street..... N.Y.	415,121	73,300	341,464	14,927	164,622	19,466		100	100	1st Mortgage.....	200,000	J. & J.	1876	....	
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn)..... N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7	100	100	Brooklyn & Rockaway B'h:						
Sept. 30, '70	27.43			Cambridge (Boston)..... Mass.	734,671	727,800	150,000	74			9.0	100	100	1st Mortgage.....	84,500	J. & J.	18	....	
Sept. 30, '70	3.26	20	4	Central City (Syracuse)..... N.Y.	29,334	21,130	6,000		18,738	5,035	10	100	100	Buffalo street:						
Sept. 30, '70	36.00	761	141	Cen. P. & N.E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485		100	100	1st Mortgage.....	341,500	J. & D.	1881	....	
Oct. 31, '70	7.25	50	11	Citizens' (10th & 11th sts.) N.Y.	207,264	192,750			251,773	76,780	36.3	50	19	Cambridge (Boston):						
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg)..... Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	1st Mortgage sinking fund	150,000	J. & J.	1883	92		
Sept. 30, '70	14.83	210	15	Coney Island (Brooklyn)..... N.Y.	647,363	500,000	214,000	39,238	147,669	17,414		100	100	Central Park, N. & E.River:						
Sept. 30, '70	22.79	819	109	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8	100	100	1st Mortgage.....	626,000	J. & J.	1874	....	
Sept. 30, '70	3.50	12	4	Dunkirk and Fredonia..... N.Y.	42,851	84,825			8,544	4,106	7	100	100	Citizens' (Pittsburg):						
Sept. 30, '70	11.75			East New York & Jamaica N.Y.	257,698	171,700	82,700	1,619	27,761	4,241		100	100	1st Mortgage.....	50,000	J. & J.	1879	....	
Oct. 31, '70	1.63	12	3	Easton and S. Easton..... Pa.	25,230	29,562			9,799	2,577	5.0	25	20	Coney Island and Brooklyn:						
Sept. 30, '70	18.00	887	161	Eighth Avenue (N.Y. City) N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	1st Mortgage.....	214,000	J. & J.	18	....	
Dec. 31, '70	6.00			Elizabeth & Newark..... N.J.	224,749	200,000		24,738	34,986	11,129	5.5	100	100	Real Estate.....	65,000	J. & J.	1873	....	
Oct. 31, '70	2.27	19	6	Erie City..... Pa.	32,291	19,807	20,296		16,143			50	9	Frankford and Southwark:						
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse)..... N.Y.	44,763	29,335	10,000		12,327	2,187		100	100	1st Mortgage.....	187,500	J. & J.	1877	....	
Sept. 30, '70	9.63	232	54	42d St. & Gr'd St. F. (N.Y.C.) N.Y.	1,052,479	748,000	215,000		384,800	93,276	10.0	100	100	Germantown:						
Oct. 31, '70	17.04	491	17	Frankford & Southwark (Ph.) Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49	1st Mortgage.....	250,000	J. & J.	1884	....	
Sept. 30, '70	3.25	26	6	Genesee & Water st. (Syr.) N.Y.	59,354	42,500	12,700		15,505	1,139		100	100	2d mortgage.....	250,000	J. & J.	1884	....	
Nov. 31, '70	34.25	360	60	Germantown (Phila.)..... Pa.	562,270	307,545	350,000		356,759	102,350	19.5	50	15	Green and Coates (Phila.):						
Oct. 31, '70	5.40	155	25	Girard College (Phila.)..... Pa.	174,657	170,000			161,905	37,685	6.0	50	17	1st Mortgage.....	100,000	J. & J.	1878	86		
Sept. 30, '70	9.00	90	16	Gr'd St. & Newtown (B'k'n) N.Y.	270,000	170,000	90,000		89,627	8,196	2	100	100	Grand st. and Newtown:						
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.) Pa.	243,615	150,000	100,000		180,211	32,244	6.0	50	15	1st Mortgage.....	90,000	J. & J.	18	....	
Oct. 31, '70	10.00	112	24	Harim. Br. Morr. & F'dham. N.Y.	260,682	114,010	134,000	4,000	74,945	7,894		100	100	Hart. Br. Morris' & Fordh:						
Oct. 31, '70	2.14	11	4	Harrisburg City..... Pa.	60,249	41,995	12,864	1,240	5,997			25	24	1st Mortgage.....	136,000	J. & J.	1877	....	
Sept. 30, '70	3.56	27	9	Hest. Mant. & F'mount (Ph.) Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	Hestonv, Mantua & Fairm.:						
Oct. 31, '70	5.20	116	17	Kingston and Rondout..... N.Y.	79,835	75,000			22,120	3,252		100	100	1st Mortgage.....	25,900	J. & J.	1874	88		
Sept. 30, '70	3.82	50	9	Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500		100,785	9,201	25	10		Lombard and South st. (Ph.):						
Sept. 30, '70	1.75	239	35	Lynn and Boston..... Mass.	49,180	55,530			26,181	2,431		100	100	1st Mortgage.....	62,500	J. & J.	1883	76		
Sept. 30, '70	3.41			Malden and Melrose (B'tn). Mass.	276,221	200,000	50,000	51,137	136,719	Loss.		100	100	Lynn and Boston:						
Sept. 30, '70	0.91			Marginal Freight (Boston). Mass.	191,834	191,500		46,454	1,144			100	100	1st Mortgage.....	25,900	J. & J.	1874	88		
Sept. 30, '70	3.07			Medford & Charleat. (B'tn). Mass.	36,000	21,000	4,000		16,740	Loss.		100	100	Lynn and Boston:						
Sept. 30, '70	4.88	43	6	Merrimac Valley..... Mass.	42,206	50,000			1,120			100	100	1st Mortgage sinking fund	50,000	J. & J.	1886	74		
Sept. 30, '70	33.65	914	170	Metropolitan (Boston)..... Mass.	1,624,594	1,250,000		297,271	685,303	99,519	10.0	100	100	Malden and Melrose:						
Sept. 30, '70	7.29	247	49	Middlesex (Boston)..... Mass.	530,367	400,000	100,000	81,557	172,240	12,419		100	100	1st Mortgage, guaranteed.	45,872	A. & O.	1880	....	
Dec. 31, '70	3.40			Newark and Irvington..... N.J.	50,806	30,000	15,000	2,402	34,807	2,962		100	100	Middlesex (Boston)						
Sept. 30, '70	12.20	180	53	Ninth Avenue (N. Y. City) N.Y.	476,598	797,320	167,000		124,733	3,330		100	100	1st Mortgage.....	100,000	J. & D.	1884	87		
Sept. 30, '70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000		3,553	9,393	Loss.		100	100	Ninth Avenue (N. Y.):						
Sept. 30, '70	2.16			North Woburn (Boston)..... Mass.	24,612	25,000	8,000	3,193	1,920	1,220		100	100	1st Mortgage.....	167,000	J. & J.	1876	....	
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Ph.) Pa.	121,097															

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	100
Atlantic and St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire, pref.	600,000	7	7	100
Boston and Corning* guar.	250,000	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	75
Buffalo, N. York and Erie, pref.	950,000	7	7	74
Camden and Atlantic, pref.	753,695	7	7	70
Catawissa, pref. and guar.	2,200,000	7	7	100
Cayuga and Susquehanna, pref.	589,110	9	9	100
Cedar Rapids & Missouri, pref.	755,000	7	7	100
Central (Ohio), preferred.	400,000	7	7	29
Chemung, pref.	380,000	8	8	6
Chesapeake, pref.	2,017,815	7	7	85
Chicago and Alton, pref.	2,425,400	7	7	122
Chicago, Iowa and Nebraska, pref.	2,600,000	10	10	100
Chicago and Northwestern, pref.	20,370,293	7	7	90
Cleveland and Mahoning, pref.	2,056,000	7	7	100
Cleveland and Toledo, pref.	6,250,000	3	3	100
Jochecho, preferred.	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	92
Cumberland Valley, 1st pref.	241,900	8	8	114
" " 2d pref.	242,000	8	8	114
Delaware, pref.	694,261	6	6	100
Detroit & Milwaukee, pref.	1,500,000	6	6	100
Dubuque and Sioux City, pref.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	8	8	100
Eastern (N. H.), pref.	492,500	8	8	100
Elmira, Jefferson and Canandaigua, pref.	500,000	5	5	100
Elmira and Williamsport, pref.	500,000	5	5	100
Elmira and Williamsport, pref. and guar.	500,000	7	7	88
Erie, preferred.	5,536,910	7	7	65
Evansville and Crawfordsville, pref.	100,000	10	10	100
Hannibal and St. Joseph, pref.	5,078,224	7	7	100
Harrisburg and Lancaster, pref.	1,182,550	7	7	100
Houston, pref.	1,180,000	8	8	104
Huntingdon & Broad Top Mountain, pref.	190,750	7	7	34
Joliet and Chicago, pref.	1,500,000	7	7	25
Joliet and Northern Indiana, pref.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100
Leeds and Farmington, pref.	1,000,000	5	5	100
Little Schuylkill, pref.	2,646,100	7	7	100
Louisville, Cincinnati and Lexington, pref.	848,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	24
" " 2d pref.	4,051,744	6	6	21
Manchester and Lawrence, pref.	1,000,000	9	9	100
Michigan Southern, pref.	586,800	10	10	100
Mill Creek and Mine Hill, pref.	323,375	10	10	100
Milwaukee and St. Paul, preferred.	9,744,268	7	7	82
Mine Hill and Schuylkill Haven, pref.	3,775,000	8	8	100
Mount Carbon & Pt. Carbon, pref.	282,250	12	12	100
New Haven and Northampton, pref.	1,344,000	8	8	100
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua, pref.	1,000,000	6	6	100
North Eastern (S. C.), preferred.	155,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	100
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson, pref.	630,000	8	8	100
Paterson and Ramapo, pref.	248,000	5	5	100
Peoria and Bureau Valley, pref.	1,200,000	6	6	100
Philadelphia and Erie, pref.	5,996,700	10	10	100
Philadelphia and Reading, pref.	1,551,800	10	10	100
Philadelphia and Trenton, pref.	1,090,720	10	10	100
Pittsfield and North Adams, pref.	450,000	6	6	100
Portl. & Kennebec (Yarmouth) guar.	201,000	6	6	100
Portland, Saco & Portsmouth, pref.	1,500,000	6	6	100
Portsmouth and Concord, pref.	350,000	7	7	100
Richmond, Fredericksb. & Potomac, pref.	142,900	7	7	100
Rochester and Genesee Valley, pref.	557,580	7	7	100
Rutland, preferred.	1,000,000	7	7	100
St. Louis, Alton and T. H., pref.	2,040,000	7	7	83
Sandusky and Cincinnati, pref.	445,566	6	6	36
Schuylkill Valley, pref.	576,060	6	6	100
Shamokin Valley & Pottsville, pref.	889,450	6	6	100
Tol. & Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	100
" " (E. D.) pref.	1,700,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush, pref.	274,000	7	7	100
Vermont and Canada, pref.	2,500,000	8	8	100
Warren, pref.	1,408,300	7	7	100
White Mountains, pref.	200,000	6	6	100
Wright, York & Gettysburg, pref.	317,050	2	2	100
CANAL STOCKS:				
Delaware Division, pref.	1,633,350	8	8	100
Morris, pref.	1,175,000	10	10	120
Schuylkill Navigation, pref.	2,888,997	6	6	35
Union, preferred.	1,000,000	6	6	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	6	6	6	100
Mariposa Mining, pref.	5,774,400	7	7	5

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	83	—	@ 37	—
Pig, American, No. 1.....	per ton	36	—	@ 37	—
Pig, American, No. 2.....	per ton	34	—	@ 35	—
Pig, American, Forge.....	per ton	33	—	@ 34	—
Bar, Refined, English and American.....	per ton	76	—	@ 77	—
Bar, Swedes, assorted sizes.....	(gold)	85	—	@ 100	—

STEEL PRICES.

Bar, Swedes, ordinary sizes.....	per ton	107	50	@ 122	50
Bar, Refined.....	per ton	82	50	—	—
Bar, Common.....	per ton	102	50	@ 132	50
Scroll.....	per ton	100	—	@ 125	—
Ovals and Half-round.....	per ton	97	50	@ 102	50
Horse Shoe.....	per lb.	87	50	@ 122	50
Rods, 1½ to 16 inch.....	per lb.	105	—	@ 147	50
Hoop.....	per lb.	64	—	@ 7	—
Nail Rod.....	per lb.	14	—	@ 14	—
Sheet, Russia, as to No.'s.....	(gold)	41	—	@ 51	—
Sheet, Single D. and T. Common.....	per ton	68	—	@ 71	—
Rails, English.....	per ton	68	—	@ 71	—
Rails, American, at Works in Penna., c'y.....	per ton	69	—	@ 71	—
Anvils, (Eagle).....	per lb.	8	—	@ 8	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality).....	per lb.	15	—	@ 18	—
English Spring (2d and 1st quality).....	per lb.	7	—	@ 10	—
English Blister (2d and 1st quality).....	per lb.	10	—	@ 17	—
English Machinery.....	per lb.	11	—	@ 13	—
English German (2d and 1st quality).....	per lb.	10	—	@ 12	—
American Blister "Black Diamond".....	per lb.	15	—	@ 16	—
American, Cast, Tool, do.....	per lb.	9	—	@ 11	—
American, Spring, do.....	per lb.	9	—	@ 10	—
American Machinery, do.....	per lb.	9	—	@ 11	—
American German, do.....	per lb.	9	—	@ 11	—

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.....	per 100 lb.	4	50	@ —	—
Cut Spikes, all sizes.....	per 100 lb.	4	75	@ —	—
Clinch.....	per 100 lb.	6	—	@ 6	50
Horse Shoe, Forged (No. 10 to 6).....	per lb.	19	—	@ 31	—
Copper.....	per 100 lb.	36	—	@ 38	—

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	per lb.	40	—	@ 41	—
Straits.....	(gold)	36	—	@ 36	—
English.....	(gold)	35	—	@ 36	—
Plates—Fair to good brands.....	(gold)	—	—	@ 9	—
I. C. Charcoal.....	per box	8	75	@ 9	10
I. C. Coke.....	per ton	7	50	@ 8	10
Coke Terne.....	per ton	6	37	@ 7	50
Charcoal Terne.....	per ton	8	—	@ 8	50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	per gall.	—	@ —	@ 13	—
Crude, 40 @ 47 gravity (in shipping order).....	per gall.	—	@ —	@ 17	—
Refined, Standard White (in ship's order).....	per gall.	—	@ —	@ 23	—
Refined, Prime White (in shipping order).....	per gall.	—	@ —	@ 26	—
Refined, S. W. (in jobbing lots).....	per gall.	—	@ —	@ 25	—
Refined, S. W. (in tin).....	per gall.	—	@ —	@ 29	—
Naphtha, Refined, (65 @ 73 gravity).....	per gall.	—	@ —	@ 10	—
Residuum.....	per bbl.	4	—	@ —	—

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; layer and not over 16 by 24 inches, 4 cents per sq. foot; layer and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.)

Sizes.	1st.	2d.	3d.	4th.
A.	B.	C.	D.	
6 by 8 to 7 by 9.....	\$7	70	\$6	50
8 by 10 to 10 by 15.....	8	25	7	00
11 by 14 to 12 by 18.....	9	75	9	00
14 by 16 to 16 by 24.....	10	50	8	50
18 by 22 to 18 by 30.....	12	25	11	25
20 by 24 to 24 by 30.....	15	00	13	75
24 by 31 to 24 by 36.....	16	50	15	00
28 by 36 to 30 by 44.....	17	50	16	00
30 by 46 to 32 by 48.....	20	00	18	00
32 by 50 to 32 by 56.....	22	00	20	00
Above.....	25	00	25	00

(The above subject to a discount of 55¢ per cent.)

French Window—1st, 2d, 3d and 4th qualities.

Sizes.	1st.	2d.	3d.	4th.
A.	B.	C.	D.	
6 by 8 to 7 by 10.....	4	75	4	75
8 by 11 to 10 by 15.....	5	00	5	00
11 by 14 to 12 by 18.....	6	25	6	25
14 by 16 to 16 by 24.....	7	50	7	50
18 by 22 to 18 by 30.....	9	00	8	00
20 by 24 to 24 by 30.....	10	50	9	50
24 by 31 to 24 by 36.....	12	00	11	00
28 by 36 to 30 by 44.....	13	50	12	50
30 by 46 to 32 by 48.....	15	00	14	00
32 by 50 to 32 by 56.....	16	50	15	50
34 by 58 to 34 by 60.....	18	00	17	00
36 by 60 to 40 by 60.....	20	00	19	00

(Subject to a discount of 55¢ per cent.)

English sells at 40¢ per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
Canton Co.....	81	81	103	102	103	102
Central Pacific 6s.....	103	103	103	102	103	102
Central of N. Jersey.....	109	109	109	109	109	109
Chicago & Alton.....	109	109	109	109	109	109
.. pref.....	109	109	109	109	109	109
.. 1 M.....	109	109	109	109	109	109
.. S. F.....	109	109	109	109	109	109
.. Inc. bds.....	109	109	109	109	109	109
Chicago, Burl. & Q.....	109	109	109	109	109	109
.. 8s, 1883.....	109	109	109	109	109	109
Chic. & Northwestern.....	74	73	72	71	71	69
.. pref.....	94	94	93	91	91	90
.. 1st M.....	94	94	93	91	91	90
.. S. F.....	94	94	93	91	91	90
.. Consol.....	93	92	92	91	91	90
Chic. Rock Isl. & Pa.....	112	111	111	110	110	110
Chic. R. I. & Pa. 7s, 1896.....	103	103	103	104	103	103
Clev., Col. C. and Ind.....	93	92	92	91	91	90
Clev. and Pittsburg.....	124	124	122	121	121	120
.. 2 M.....	124	122	121	121	121	120
.. 3 M.....	124	122	121	121	121	120
.. 4 M.....	124	122	121	121	121	120
Clev. and Toledo.....	124	122	121	121	121	120
.. S. F. 7s.....	124	122	121	121	121	120
.. 1 M.....	124	122	121	121	121	120
.. 2 M.....	124	122	121	121	121	120
Cumberland Coal pref.....	124	122	121	121	121	120
Del. & Hudson Canal.....	124	122	121	121	121	120
Del. Lack. & Western.....	111	111	110	110	110	109
.. 1 M.....	111	110	109	109	109	108
.. 2 M.....	111	110	109	109	109	108
Dubuque & Sioux City.....	34	34	33	32	33	32
Erie Railway.....	34	34	33	32	33	32
.. pref.....	65	111	111	110	110	110
.. 1 M. 7s, 1897.....	111	111	111	110	110	110
.. 2 M. 7s, 1879.....	92	95	95	92	92	92
.. 3 M. 7s, 1883.....	93	93	93	92	92	92
.. 4 M. 7s, 1880.....	90	93	93	92	92	92
.. 5 M. 7s, 1888.....	90	93	93	92	92	92
Great Western 2d mort. 8s.....	88	88	88	89	89	89
Hannibal & St. Joseph.....	77	76	72	70	70	69
.. pref.....	86	87	83	81	82	80
.. 8s, conv. 100s.....	100	100	100	100	100	99
Hudson River.....	100	100	100	100	100	99
.. 2 M. S. F.....	95	95	95	95	95	95
.. 3 M. 7s, 1875.....	136	137	137	136	136	136
Illinois Central.....	136	137	137	136	136	136
.. bonds.....	136	137	137	136	136	136
Lake Shore & Mich. S. Th. 113	113	113	113	114	113	113
Lake Shore Div. bonds.....	113	98	113	114	113	113
Marietta & Cin. 1st pref.....	120	120	120	120	120	120
.. 2d pref.....	120	120	120	120	120	120
Michigan Central.....	120	120	120	120	120	120
.. S. F. 8s, 1882.....	120	120	120	120	120	120
M. S. and N. Y. 1 M. S. F. 103	103	103	103	103	103	103
.. 2 M.....	100	100	100	100	100	100
Mariposa Mining Co.....	6	7	6	6	5	5
.. pref.....	6	7	6	6	5	5
.. Tr. 10s cts.....	6	7	6	6	5	5
Milw. and St. Paul.....	64	64	63	63	62	62
.. pref.....	83	83	82	82	82	82
.. 1st mort.....	94	94	95	94	94	94
.. 2d mort.....	88	88	88	88	88	88
.. 7 3-10s con.....	97	97	97	97	97	97
Missouri 6s.....	97	97	97	97	97	97
.. H. & St. J. iss.....	95	95	94	95	95	95
Morris and Essex.....	95	95	94	95	95	95
.. 1st mort.....	100	100	100	100	100	100
.. 2d mort.....	100	100	100	100	100	100
New York Central.....	100	100	100	100	100	100
.. 7s, S. F. 1876.....	93	93	93	93	93	93
.. 6s, S. F. 1883.....	93	93	93	93	93	93
.. 6s, S. F. 1887.....	93	93	93	93	93	93
N. Y. Cen. & Hud. Riv. 102	102	101	100	101	99	99
.. certificates.....	96	96	95	95	95	95
N. York and Harlem.....	130	132	129	130	130	130
.. pref.....	135	135	135	135	135	135
.. 1 M. 7s, 1873.....	44	47	46	45	45	44
N. Carolina 6s, old.....	44	47	46	45	45	44
.. new.....	25	25	25	25	25	25
Ohio and Miss.....	47	47	46	45	45	44
.. pref.....	79	79	79	79	79	79
.. 1st M.....	79	79	79	79	79	79
Pacific Mail S. S. Co.....	57	58	57	56	56	55
Panama.....	72	72	72	72	72	70
Phila. and Reading.....	116	115	115	115	115	114
Pitta. Ft. W. & Chi. gtd. 101	101	101	101	100	100	100
.. 1 M.....	101	101	101	100	100	100
.. 2 M.....	101	101	101	100	100	100
.. 3 M.....	101	101	101	100	100	100
Quicksilver Mining Co. 16	16	17	17	16	16	15
St. L., Alton & T. H.....	16	17	17	16	16	15
.. pref.....	16	17	17	16	16	15
.. 1 M.....	16	17	17	16	16	15
.. 2 M pref.....	87	87	87	87	87	87
.. Income bds.....	100	100	100	100	100	100
Tennessee 6s, old.....	73	74	73	73	73	73
.. new.....	74	74	74	74	74	73
Tol., Wab. & Western.....	67	67	66	64	66	65
.. pref.....	67	67	66	64	66	65
.. 1 M.....	67	67	66	64	66	65
.. 2 M.....	67	67	66	64	66	65
.. Equipment.....	86	86	86	85	85	85
.. St. Lou. Div. 88	88	89	89	88	88	88
Union Pacific.....	33	33	32	32	32	30
.. 1st mort.....	92	92	91	91	91	90
.. L. Co. 7s.....	84	85	84	84	84	84
.. Inc. 10s.....	84	84	84	84	84	84
Virginia 6s, old.....	63	63	63	63	63	63
.. new.....	63	63	63	63	63	63

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 13.

Th.7. F.8. Sat.9. M.11.Tu.12.W.13

FEDERAL STOCKS:—

U. S. 6s, 1874, reg.	111	111	111	111	111
U. S. 6s, 1874, coup.	111	111	111	111	111
U. S. 6s, 10-40s, coup.	111	111	111	111	111
U. S. 6s, 10-40s, reg.	111	111	111	111	111
U. S. 6s, 1881, reg.	117	117	117	117	117
U. S. 6s, 1881, coup.	119	119	119	119	119
U. S. 6s, '81, O.W.L.	117	117	117	117	117
U. S. 6s, 5-20s, reg. '62.	115	115	115	115	115
U. S. 6s, 5-20s, c. 1862. 115	115	115	115	115	115
U. S. 6s, 5-20s, reg. '64.	115	115	115	115	115
U. S. 6s, 5-20s, c. 1864.	115	115	115	115	115
U. S. 6s, 5-20s, reg. '65.	115	115	115	115	115
U. S. 6s, 5-20s, c. 1865. 115	115	115	115	115	115
U. S. 6s, 5-20s, r. n. '65.	114	114	114	114	114
U. S. 6s, 5-20s, c. n. '65. 114	114	114	114	114	114
U. S. 6s, 5-20s, reg. '67.	114	114	114	114	114
U. S. 6s, 5-20s, c. 1867. 114	114	114	114	114	114
U. S. 6s, 5-20s, reg. '68.	114	114	114	114	114
U. S. 6s, 5-20s, c. '68.	114	114	114	114	114
U. S. 6s, 5-20s, c. '68. 114	114	114	114	114	114
U. S. 6s, Pac.R.R. Issue 116	116	116	116	116	116

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 12.

W.6. Th.7. F.8. Sat.9. M.11.Tu.12

Catawissa	128	128	128	128	128
Camden and Amboy	97	97	97	97	97
6s, 1875	97	97	97	97	97
6s, 1883	89	89	89	89	89
6s, 1889	97	97	97	97	97
mort. 6s, '89	96	96	96	96	96
Elmira & Williamsport	44	44	44	44	44
pref.	94	94	94	94	94
Lehigh Navigation	39	39	39	39	39
6s, 1884	88	88	88	88	88
Gold L.	91	91	91	91	91
R. R. L.	92	92	92	92	92
Conv. L.	92	92	92	92	92
Lehigh Valley R.R.	62	62	62	62	62
6s new coup.	97	97	97	97	97
6s new reg.	98	98	98	98	98
Little Schuylkill R.R.	46	46	46	46	46
7s	53	53	53	53	53
Minehill	53	53	53	53	53
Morris Canal	53	53	53	53	53
pref.	101	101	101	101	101
1st mort.	99	99	99	99	99
North Pennsylvania	101	101	101	101	101
6s, 1880	101	101	101	101	101
7s	99	99	99	99	99
10s, 1887	42	42	42	42	42
Northern Central	52	52	52	52	52
Oil Creek & Alleg. Riv.	52	52	52	52	52
7s	88	88	88	88	88
Pennsylvania R.R.	62	62	62	62	62
1st M.	101	101	101	101	101
2d M.	99	99	99	99	99
Gen. mort.	99	99	99	99	99
reg.	99	99	99	99	99
Penn. State, 6s, 1st series	102	102	102	102	102
6s, 2d series. 105	105	105	105	105	105
6s, 3d series.	107	107	107	107	107
6s, W. L.	101	101	101	101	101
Philadelphia City, 6s.	101	101	101	101	101
new	101	101	101	101	101
Philad. Germ. & Nor.	86	86	86	86	86
Phila. & Reading	58	58	58	58	58
Philadelphia and Erie.	28	28	28	28	28
6s	88	88	88	88	88
Schuylkill Navigation	88	88	88	88	88
pref.	81	81	81	81	81
6s, 1882	80	80	80	80	80
6s, 1876	22	22	22	22	22
6s, 1872	22	22	22	22	22
Hestonville, (Horse)	22	22	22	22	22
Chestnut & Wal.	22	22	22	22	22
Green & Coates	22	22	22	22	22
2d and 3d streets	33	33	33	33	33
Spruce and Pine	23	23	23	23	23
13th and 15th sts.	23	23	23	23	23

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 12.

W.6. Th.7. F.8. Sat.9. M.11.Tu.12

Baltimore City 6s, 1875	99	99	99	99	99
1886	99	99	99	99	99
1890	100	100	100	100	100
1884	99	99	99	99	99
1900	99	99	99	99	99
Balt and Ohio	142	142	142	142	142
bonds, 1875	96	96	96	96	96
1880	96	96	96	96	96
1885	96	96	96	96	96
Marietta & Cin. 1st M.	97	97	97	97	97
2d M.	85	85	85	85	85
3d M.	85	85	85	85	85
Northern Central	42	42	42	42	42
bonds, 1885	94	94	94	94	94
1900	94	94	94	94	94
Pittsb. & Connellsv. 7s	94	94	94	94	94
N. W. Va. 1st mort.	94	94	94	94	94
2d mort.	94	94	94	94	94
3d mort.	94	94	94	94	94
Virginia 6s, Consol.	65	65	65	65	65
Defer. Certif.	29	29	29	29	29
City Passenger R.R.	29	29	29	29	29

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 13.

Th.7. F.8. Sat.9. M.11.Tu.12.W.13

Boston and Albany	151	152	152	152	152
Boston and Lowell	147	147	147	147	147
Boston and Maine	147	147	147	147	147
Boston and Providence	2	2	2	2	2
Boston, Hartford & Erie	28	28	28	28	28
7s, new	28	28	28	28	28
Cheshire, pref.	86	86	86	86	86
Concord	110	111	113	112	111
Connecticut River	110	111	113	112	111
Eastern	110	111	113	112	111
Fitchburg	151	151	151	151	151
Manchester & Law'ree	120	120	120	120	120
Michigan Central	90	90	90	90	90
Northern, N. H.	90	90	90	90	90
Ogdens & Lake Cham. 90	90	90	90	90	90
pref.	104	104	104	104	104
Old Colony & Newport	54	54	54	54	54
Ph. Wil. & Baltimore	54	54	54	54	54
Port'd, Saco & Ports	84	84	84	84	84
Union Pacific	91	91	91	91	91
6s	82	82	82	82	82
Land Grant 7s	84	84	84	84	84
Income 10s	101	101	101	101	101
Vermont & Canada	101	101	101	101	101
Vermont & Mass.	101	101	101	101	101
South Boston (Horse)	103	103	103	103	103
Cambridge	76	76	76	76	76
Metropolitan	87	87	87	87	87
Middlesex	11	11	11	11	11
Central Mining Co.	6	6	6	6	6
Copper Falls	2	2	2	2	2
Franklin	5	5	5	5	5
National	20	20	20	20	20
Pewabic	20	20	20	20	20
Quincy	20	20	20	20	20

London Stock Exchange.

Closing Prices.

Aug. 25. Sept. 1.

Atl. & Gt. West. N. Y. sec. 7 per ct	88	92	88	92
1st mort. 1880	78	82	78	82
Do. do, 2d mort. 1881	88	92	88	92
Do. Penn. 1st mort. 1877	78	82	78	82
Do. do, 2d mort. 1882	42	43	42	43
Do. Consol. 7 per cent. mort. 1890 ..	70	72	69	72
Detroit and Milwaukee 1st mort. 7s ..	69	72	69	72
Do. 2d mort. 8 p. c.	24	24	25	25
Erie shares 100 dol. all paid	66	68	66	68
Do. sterlg. 6 p. c. convertible bonds ..	108	109	108	109
Illinois Central, 6 per cent., 1875	101	103	101	103
Do. Redemption mort. bonds 6 p. c. 101	108	109	108	109
Do. 100 dol. shares, all paid	75	80	75	80
Panama General mort. 7s, 1897	102	102	102	102
Penn. R. R. bonds, 2d mort. 6 per ct. 100	95	96	95	96
Do. General mort. 6 p. c. 1910	50	52	50	52
Do. \$50 shares	96	98	96	98
Philadelphia and Erie 1st mort. 1881 ..	96	98	96	98
Do. with option to be paid in Phila.	96	98	96	98

American Railroad Journal.

Saturday, September 16, 1871.

Stock Exchange and Money Market.

The money movement has been on an enlarged scale, with a more active inquiry for accommodation from both speculative and mercantile borrowers, and a somewhat less liberal offering of funds to other than the most prominent of the street firms. The ruling rates have been from 3@5 per cent. in a temporary form, and at 6@8½ per cent. per annum on choice to fair business credits. Under the outflow of currency to the interior, the city bank reserves show a general falling off. The Government office, however, reports its coin and currency balances augmented by the week's business. The city banks, in their last weekly exhibit, show a loss of \$1,438,800 of legal tender notes, \$1,535,750 of specie, and \$695,700 of deposits; also an increase of \$4,159,700 in their loan and discount averages, and a reduction of \$14,387 in their item of circulation. The U. S. Sub-Treasury enlarged its currency balance \$808,297 and its coin reserve \$302,962, as the result of the week's business. The city bank exchanges, last week, averaged \$101,911,985; and thus far, this week, 113 millions daily. The banks now hold \$7,711,800 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The receipts of the U. S. Sub-Treasury office were \$5,553,234 in coin, and

\$4,407,184 in currency; payments, \$5,250,272 in coin, and \$3,598,887 in currency. The office received \$4,084,000 in coin or its equivalent, from customs; and disbursed \$657,319 of coin interest.

The specie reserve of the city banks according to the latest return is \$10,762,800, against \$18,718,309 same time last year. The city bank deposits are now \$249,078,600 against \$196,852,430 week ending Sept. 10, 1870. The legal tender reserve amounts to \$66,945,700 against \$48,072,195 same time last year. The circulation now stands at \$30,144,200, against \$32,897,168 same time last year. The loans are now \$311,206,300, against \$271,796,731 at this date last year.

The U. S. Sub-Treasurer retired, last week, \$3,612,025 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of \$8,558,413 in currency, and \$66,798,846 in coin, against a balance a week previous of \$7,901,862 currency, and \$66,409,522 coin.

Government revenues have been yielding quite liberally, during the week. The excises yielded last week nearly three millions, and thus far since July 1, about \$29,478,768. The customs at the port of New York, last week were \$3,870,025; and at the outports, equal to about 1½ millions more, all in coin, or coin certificates.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for \$364,529,700; and as security for deposits of public money, United States bonds for \$15,569,500. The amount of National bank notes in actual circulation at this date is \$322,068,085.

Under the September programme of the Treasury Department, Government will buy in U. S. Five-Twenties as follows: Wednesday, September 20—One Million; Wednesday, September 27—One Million. And will sell Gold as follows: Thursday, September 21—Two Millions; Thursday, September 28—Two Millions.

There has been unusual activity in the Gold dealings, since our last, with a decided development of the speculative spirit, which has had the effect of strengthening the price materially, under a reduced offering of coin for prompt delivery. The customs call has been quite brisk, while the export drain has been light. The range of the price during the week, has been from 113¼@114¼, and the closing quotation on Wednesday was 113¾ against 114 the preceding Wednesday. The specie outflow, last week, was \$422,105; on Tuesday of this week, —; and on Wednesday, \$155,000. The Gold Exchange Bank clearances have been as follows: September 7, \$30,030,000; September 8, \$56,489,000; September 9, \$73,079,000; September 11, \$66,791,000; September 12, \$51,739,000; September 13, \$51,603,000.

The customs at this port on Wednesday were \$535,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Sept. 9, 1871, \$64,396,697, against \$65,804,006 same time in 1870.

The customs demand for Gold last week, averaged \$680,667 a day; thus far, this week, it has averaged \$670,000 a day, or equal to a weekly aggregate of \$4,020,000. The arrivals of

specie from Europe, Havana and other foreign ports since Jan. 1, 1871, have been \$7,585,801 against \$7,682,033 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$111,924,297 against \$98,243,808 same time in 1870.

The export drain was \$422,105 last week, against \$1,881,487, same week preceding year. The shipments since January 1, 1871, have been \$54,296,201, against \$46,608,939 same time in 1870.

Foreign exchange has been offered more freely and quoted cheaper and quite irregular, on a limited call for even prime bills. Bankers' sixty day bills on London closed on Wednesday at 107 $\frac{3}{4}$ @108 $\frac{1}{4}$; sight bills on London, 108 $\frac{3}{8}$ @108 $\frac{3}{4}$.

The produce exports from this port, week ending with Sept. 12, were to the currency value of \$4,403,807.

On Wednesday, Government bought in a million of Five-Twenties at 112 58, ex-interest, all from Messrs. Jay Cooke & Co. The amount of bonds offered was \$5,608,100 at 112 58@113 59.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118 $\frac{3}{4}$ @119; U. S. Five-Twenties of 1862, 115@115 $\frac{1}{2}$; U. S. Five-Twenties of 1864 at 115@115 $\frac{1}{2}$; U. S. Five-Twenties of 1865, 115@115 $\frac{1}{2}$; U. S. Five-Twenties of 1865 consolidated, 113 $\frac{3}{4}$ @114; U. S. Five-Twenties of 1867, 114@114 $\frac{1}{2}$; U. S. Five-Twenties of 1868, 114 $\frac{3}{8}$ @114 $\frac{1}{2}$; U. S. Ten-forties at 111 $\frac{1}{2}$ @111 $\frac{3}{4}$; U. S. Six per cent. currency bonds, 115 $\frac{1}{2}$ @115 $\frac{3}{4}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 30.	Sept. 6.	Sept. 13.
Consols	93 $\frac{1}{2}$	93 $\frac{3}{8}$	93 $\frac{1}{2}$
U. S. 5-20's of 1862 ..	92 $\frac{1}{2}$	93 $\frac{3}{8}$	93 $\frac{1}{2}$
U. S. 5-20's, 1865	92 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{3}{8}$
" 1867	92 $\frac{1}{2}$	92 $\frac{3}{4}$	92 $\frac{3}{4}$
" 10-40s	90 $\frac{3}{4}$	90 $\frac{7}{8}$	90 $\frac{1}{2}$
Erie	24 $\frac{1}{2}$	27 $\frac{1}{2}$	26 $\frac{1}{2}$

State bonds have been in fair request at generally firm prices.

Railway bonds have been in moderately active demand, chiefly on investment account, at strong prices for the more popular issues. Central Pacific Sixes have been readily taken as offered at 102 $\frac{3}{4}$ @102 $\frac{3}{4}$. Chesapeake and Ohio Sixes have been in good request, for home investment on the basis of 93 per cent. and accrued interest. Less than a third of the aggregate issues of the bonds of this loan now remains to be disposed of.

The St. Joseph and Denver City eight per cent. gold bonds have been selling quite freely. The loan (the aggregate of which was \$5,500,000) was opened on August 1, and nearly 50 per cent. of it has been already disposed of. The price of the bonds at present is 97 $\frac{1}{2}$ and accrued interest in currency.

Business in Railway and miscellaneous share property has been fairly active, but prices have been more than usually variable, under free realizations on speculative account. The later dealings showed a rather more confident temper.

General business has been moderately active in the principal lines. Breadstuffs and Provisions have shown more firmness. Middling upland cotton closed on Wednesday at 21 $\frac{1}{2}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 15,693 bales, against 21,101 bales same time in the preceding year; exports 8,826 bales, against 4,048

bales in the previous year; stock at the ports at latest dates, 99,337 bales, against 55,701 bales same date 1870.

At the Live Stock Markets, Beeves have been in active request at from 7@13 cts.; Veals quiet at 4@10 $\frac{1}{2}$ cts.; Sheep at 4@6 $\frac{1}{2}$ cts.; Lambs at 6@8 $\frac{1}{2}$ cts.; Swine, 4 $\frac{3}{4}$ @5 $\frac{1}{2}$ cts. per lb., all live weight. The week's receipts were 9,356 Beeves, 2,827 Veal Calves, 32,373 Sheep and Lambs; and 30,610 Swine.

Foreign goods have been in generally fair demand at well maintained prices. The week's imports of foreign goods reached \$8,133,736, including \$3,915,677 of dry goods.

Ocean freights have been quite active, chiefly in the line of grain shipments, at higher rates. Room scarce.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, gold, 98 $\frac{1}{4}$; North Carolina 6s, special tax, 19 $\frac{1}{2}$; do. Fund Act, 1866, 34 $\frac{1}{4}$; do. 1868, 30; South Carolina 6s, old, 77; do. new, Jan. and July, 57 $\frac{1}{2}$; do. Apl. and Oct., 60 $\frac{3}{4}$; Louisiana 8s, 1910, 92 $\frac{1}{2}$; Virginia 6s, consol., 65 $\frac{1}{2}$; do. Deferred Certificates, 30; New York State 7s, B. L., reg., 109; do. 6s, 1874, 109; Pacific 7s, guar. by Mo., 101; Arkansas 7s, (L. R. and F. S. R. R.), 56; New Jersey R. R., 125 $\frac{1}{2}$; Atlantic Mail S. S. Co., 21; Gt. Western 1st mort., 1888, 93; Long Dock bonds, 94; Albany and Suq. R.R., 93 $\frac{1}{2}$; do. 2d mort., 95 $\frac{1}{2}$; Quincy, and Toledo 1st mort., 89; Central of New Jersey new bonds, 103; St. Louis and Iron Mt. R. R., 59; do. 1st mort., 92 $\frac{1}{2}$; Toledo, Wabash and Western consol. bonds, 90 $\frac{1}{2}$; Ohio and Miss. consol. bonds, 94; Am. Dock and Imp. 7s, 98 $\frac{1}{4}$; Cleveland, Painesville and Ashtabula new bonds, 98 $\frac{1}{4}$; do. old bonds, 100; Mil. and St. Paul 1st mort., Iowa Div., 90; Cedar Falls and Minn. 1st mort., 86 $\frac{1}{2}$; Hannibal and Naples 1st mort., 89; Brooklyn 6s, W. L., 96 $\frac{1}{2}$; Consol. Coal, of Md., 42; Cumberland Coal and Iron, 45; Spring Mt. Coal, 80 $\frac{1}{2}$; Maryland Coal, 33; Western Union Tel., 67 $\frac{1}{4}$; do. 7s, 97; Quicksilver pref., 24; Adams Exp., 87 $\frac{1}{2}$; Am. Mer. Union Exp., 58 $\frac{1}{2}$; Wells-Fargo Exp., 55; U. S. Exp., 57.

Philadelphia.—Philadelphia and Sunbury 7s, 97; Warren and Franklin 7s, 91; Philadelphia and Reading 6s, 1880, 92; Huntingdon and Broad Top Mt., 1st mort., 103 $\frac{1}{2}$; Pennsylvania and New York Canal, 7s, 96 $\frac{1}{4}$; Allegheny Valley R. R., 7-30s, 95; Belvidere Delaware 2d mort., 82; West Jersey R. R., 7s, 103; Wilmington and Reading 7s, 99; Lehigh Valley 7s, reg., 99 $\frac{3}{4}$; Perkiomen R. R. bonds, 81 $\frac{1}{2}$; Harrisburg and Lancaster R. R., 6s, 94; Nesquehoning R. R., 57; Germantown Passenger R. R., 35; Chesapeake and Delaware Canal 6s, 95; Delaware Division Canal, 46 $\frac{1}{2}$; Pittsburg 5s, 75; Pennsylvania State 5s, 95. The latest quotations are: City 6s, 101@101 $\frac{1}{2}$; do. free of tax, 101 $\frac{1}{2}$ @101 $\frac{3}{4}$; State 5s, coupon, 95@—; do. 6s, W. L., 100 $\frac{1}{2}$ @101; do. 1st series, 100 $\frac{1}{2}$ @—; do. 2d series, 105@105; do. 3d series, 107@107; Reading, 57 $\frac{3}{8}$ @57 $\frac{1}{2}$; do. 7s, 1893, 106@106; do. mort. 6s, 1880, 92@92 $\frac{1}{2}$; Camden and Amboy, 128 $\frac{1}{2}$ @128 $\frac{3}{4}$; do. mort. 6s, 1889, 95 $\frac{3}{4}$ @96; do. 1883, 89@90; do. 1889, 89@90; Pennsylvania R. R., 62 $\frac{5}{8}$ @62 $\frac{3}{4}$; do. 1st mort., 100@101; do. 2d mort., 102 $\frac{1}{2}$ @103; do. General mort. coupon, 98 $\frac{3}{4}$ @

98 $\frac{3}{8}$; do. reg., 95 $\frac{3}{8}$ @96 $\frac{1}{4}$; Little Schuylkill R.R., 46@46 $\frac{3}{8}$; Morris Canal, 51@52; do. pref., 120@125; do. 6s, 93@—; Susquehanna Canal, 9@10; do. 6s, 62@65; Schuylkill Nav., 8 $\frac{3}{8}$ @8 $\frac{1}{2}$; do. pref., 17 $\frac{3}{8}$ @17 $\frac{3}{4}$; do. 6s, 1882, 80@80; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 94 $\frac{1}{2}$ @95; do. 5s, 61@—; Lehigh Coal and Navigation, 88 $\frac{1}{2}$ @88 $\frac{3}{8}$; do. 6s, 1884, 88@88; do. R. R. Loan, 92 $\frac{1}{4}$ @92 $\frac{1}{2}$; do. Gold Loan, 91 $\frac{3}{4}$ @91 $\frac{3}{8}$; North Pennsylvania, 50@50; do. 6s, 101 $\frac{1}{4}$ @101 $\frac{1}{2}$; do. 7s, 98 $\frac{3}{4}$ @99; do. Chatte 10s, 113@116; Philadelphia and Erie, 28@28; do. 6s, 92@93; Minehill, 53 $\frac{1}{2}$ @53 $\frac{1}{2}$; Catawissa, 20@20 $\frac{1}{2}$; do. pref., 49 $\frac{3}{4}$ @50; Lehigh Valley, 62 $\frac{3}{8}$ @62 $\frac{1}{2}$; do. 6s, new coupon, 97 $\frac{1}{2}$ @—; do. reg., 98@—; do. 7s, 99 $\frac{1}{2}$ @—; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 66@70; Thirteenth and Fifteenth, 23@24; Spruce and Pine, 32@35; Green and Coates, 47@—; Chestnut and Walnut, 51@55; Hestonville, 21@21 $\frac{1}{4}$; Union, 70@70 $\frac{1}{2}$; Germantown, 34@40.

Boston.—Cedar Rapids and Missouri 7s, 1916, 89 $\frac{3}{4}$; do. 1894, 90; Old Colony and Newport 6s, 96 $\frac{3}{4}$; Cheshire R. R. 6s, 1880, 95 $\frac{3}{4}$; Burlington and Missouri River R. R. 7s, Land Grant, 96; Carthage and Burlington R. R. 8s, 97 $\frac{3}{4}$; California Pacific 7s, 1887, guar., 106; Michigan Central 8s, 1890, 109 $\frac{7}{8}$; Kalamazoo, Allegan and Grand Rapids 8s, 95 $\frac{1}{4}$; Missouri River, Fort Scott and Gulf 10s, 100; Cincinnati, Sandusky and Cleveland 7s, 1890, 84; Grand River Valley 2d mort. 8s, 1879, 104 $\frac{1}{2}$; Vermont Central 1st mort., 87; Stanstead, Shefford and Chambly 7s, 84 $\frac{1}{2}$; Framingham and Lowell 7s, 1891, 90; Jackson, Lansing and Saginaw 8s, 1890, 99 $\frac{1}{2}$; Indianapolis and Cincinnati R. R., 8 $\frac{1}{2}$; Rutland R. R., 36 $\frac{3}{4}$; do. pref., 83 $\frac{1}{2}$; do. 8s, 1880, 100; Summit Branch, 47; Connecticut and Passumpsic Rivers R. R. pref., 92 $\frac{1}{4}$; Portsmouth, Gt. Falls and Conway R. R., 106 $\frac{1}{4}$; Eastern (N. H.) R. R., 108; Cary Imp., 15 $\frac{3}{8}$; Waverly Land, 4 $\frac{1}{4}$; Boston Water Power, 48; Massachusetts 5s, 1883, gold, 100 $\frac{1}{4}$; do. 6s, 1876, gold, 111; do. 6s, 5-20s, currency, 101; Maine 6s, 1889, 101 $\frac{1}{2}$; Rhode Island 6s, 101; Chicago 7s, 101 $\frac{1}{2}$; Massachusetts 6s, 1891, 100; Cincinnati 7s, 1886, 105; St. Louis 6s, 1888, 92 $\frac{3}{8}$; do. 1873, 98; Charlestown 6s, 1891, 100 $\frac{7}{8}$; Bangor 6s, 1894, 91 $\frac{3}{4}$; Salem 5s, 1891, 100 $\frac{3}{4}$; Boston 6s, currency, 102 $\frac{1}{2}$; Allouez Mining Co., 4 $\frac{3}{8}$; Astor, 50c.; Calumet and Hecla, 100; Canada, 1; Dana, 1 $\frac{1}{8}$; Hancock, 2 $\frac{3}{4}$; Humboldt, 1; Hanover, 2 $\frac{3}{4}$; Madison, 40c.; Petherick, 2 $\frac{1}{4}$; Superior, 50c.; West Minnesota, 12 $\frac{1}{2}$.

Baltimore.—Virginia 6s, old, reg., 52 $\frac{3}{8}$; do. 6s, old coupon, 63 $\frac{1}{2}$; do. 6s, consolidated, 65 $\frac{1}{4}$; do. Deferred Certificates, 29 $\frac{1}{4}$; do. 6s 1866, 66 $\frac{1}{4}$; do. 6s, 1867, 66 $\frac{1}{2}$; Maryland Defense bonds, 106; Memphis City 6s, 60 $\frac{3}{8}$; Orange and Alexandria 2d mort., 6s, 81; Virginia and Tennessee 8s, 89; Pittsburg and Connellsville bonds, 94 $\frac{1}{4}$; Orange, Alexandria and Manassas bonds, 81; Northern Central 6s, gold, 1900, 92; George's Creek Coal, 74. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94 $\frac{1}{2}$ @94 $\frac{3}{4}$; Baltimore and Ohio, 142 $\frac{3}{8}$ @142 $\frac{1}{2}$; do. 6s, 1875, 96@96 $\frac{1}{2}$; do. 1880, 96@96 $\frac{1}{2}$; do. 1885, 97@97 $\frac{1}{4}$; Northern Central, 42 $\frac{1}{2}$ @43; do. 6s, 1885, 92@92 $\frac{1}{2}$; do. 1900, 89@90; do. 6s, 1900, gold, 92 $\frac{1}{4}$ @92 $\frac{1}{2}$; N. W. Va. 1st mort., 99@100; do. 2d mort., 98@100; do. 3d mort., 1885, 90 $\frac{3}{4}$ @90 $\frac{3}{8}$; Marietta and Cin-

cinetti 7s, 1892, 97@97½; do. 2d mort., 85¾@86¼; do. 3d mort., 79¾@79½; Central Ohio, 29@31; do. 1st mort., 84@86; Western Md. 1st mort. 6s, 1890, 80@80½; do. guar. by Baltimore City, 92@92¼; do. 2d mort. guar., 91½@93; do. 2d mort. pref., 62@—; do. 6s, guar. by Washington Co., 84½@85; Richmond and Danville bonds, 80½@80½; Orange and Alexandria 1st mort. 6s, 90½@95; do. 2d mort. 6s, 80¼@81; do. 3d mort. 8s, 88½@90; do. 4th mort. 8s, 82½@82½; Orange, Alex. and Manassas 7s, 80¾@81; Virginia and Tennessee 8s, 89@89½; do. 6s, 1st mort., 90@95; do. 6s, 2d mort., 77@80; Baltimore 6s, 1875, 100@100¼; do. 1884, 99½@100; do. 1886, 99¼@100; do. 1890, 98½@99¼; do. 1893, 98½@99; do. 1900, 99½@100; do. 5s, 1838-'70, 80@82; Memphis City 6s, 60@60; Maryland 6s, 1870, 105½@107; do. Defense Loan, 1883, 106@106½; City Passenger R. R., 22½@24; George's Creek Coal, 74@75; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1.00@2.00.

FUNDING FIVE-TWENTY BONDS.

OFFICE OF FISK & HATCH,
No. 5 Nassau street,
NEW YORK, September 9, 1871.

Holders of FIVE-TWENTY BONDS of all issues, except 1867s and 1868s, are liable to be called on at any time to surrender them to the government, and to receive payment therefor. Large amounts are being exchanged through us daily for

CHESAPEAKE AND OHIO BONDS,

WESTERN PACIFIC BONDS, and

CENTRAL PACIFIC BONDS,

all of which pay the same rate of interest as the FIVE-TWENTIES, the interest and principal of which are just as sure to be paid at maturity in coin. By the exchange an addition of from 12 to 20 per cent. is made to the capital. The demand continuing so heavy these Bonds must all largely advance in price, and soon become scarce.

We are paying to-day for Five-Twenty Bonds 114 to 115.

And are selling

CHESAPEAKE AND OHIO SIXES at 93 and accrued interest.

WESTERN PACIFIC SIXES at 95,

CENTRAL PACIFIC SIXES at 103.

FISK & HATCH.

The American Diamond Drill Company have acquired by purchase the Diamond Drill Patents, and the exclusive right of use to manufacture and sale of the machines. In connection with the former style of Drill the Company propose to furnish several new and improved patterns for shafting, tunnelling, quarrying, &c., not hitherto presented to the public. The Company will also give additional attention to contracts for all classes of Rock excavations. Prospecting of mineral lands.

Gen. WM. H. SEWARD, Jr., has resigned his position as Treasurer and Director of the Southern Central Railroad Company, in consequence of ill health. Gen. SEWARD leaves the Company in a sound financial condition and with funds adequate to put down the last rail on the northern terminus, a result largely due to his cautious and skillful management.

Another Route to the East.

The rapidity with which the Louisville, New Albany and St. Louis railroad is being pushed towards completion is not the least significant of the movements now being made in the interest of St. Louis commerce. The line is important, less in its connections at Louisville with roads extending South than as forming, in connection with the Chesapeake and Ohio railroad, a new rail route to the Atlantic seaboard, independent of and competing with the three great roads operated in the interest of New York. We have heretofore expressed the belief that miles are by no means the controlling feature in the establishment of rail rates, and still adhere to that opinion, despite the fact that at present the greater distance is urged as a reason for maintaining a higher tariff from this point to New York than is charged from Chicago. It is true there has been some competition opened against this policy by the Baltimore and Ohio road through the recent extension of its line to this city, but like the barge line competition on the river, it is only carried to a point sufficient to secure freight—not far enough to be of considerable benefit either to shippers or to the trade of St. Louis or Baltimore. St. Louis is as near the Atlantic seaboard as Chicago, and with a competition between two short lines would secure as low a freight rate, even to New York, as the roads leading to the latter city, though carrying their freight through Chicago, would be compelled to measure competition against miles in adjusting their tariffs. Beyond this another advantage is to accrue to St. Louis from the completion of the eastern link of this new road. It will enable our shippers to more fairly compete with the lake and rail route from Chicago. St. Louis has as sharp advantage in distance and as to time in which shipments can be made, if the Ohio river can be utilized. At present there is no inducement offered by either the Pennsylvania Central or Baltimore and Ohio road to secure a barge line on the Ohio and the carrying of grain and flour by water to Parkersburg and Pittsburg, (although the first named road solicits shipments from Lake Erie,) for the simple reason that each road controls or owns western roads, and together are certain of all the east bound traffic from this city which would pass over their roads, and of all that may originate on or pass over the Ohio river, because there is no competing line to withdraw it from their control. With another road commencing upon the Ohio river, competition will give control of the traffic to that road which can carry the cheapest and, as is the case at Chicago, the cheaper cost at which freights can be moved the largest part of the distance by water will materially modify the all-rail rates; and with lines of barges discharging grain into elevators at Parkersburg, Pittsburg and some other point on the Ohio, St. Louis shippers will be on a parity with Chicago shippers who can avail themselves of water transportation to Erie, Buffalo or Oswego.

Of the Chesapeake and Ohio railroad our eastern exchanges state that the western division of the road from the Ohio river to the Kanawa falls, ninety-five miles, will be completed in October, and the work on the remainder of the road is so far advanced that there is no reason to doubt that the whole will be completed during the summer of 1872. This road is destined to become one of the most important and immediately profitable trunk lines in the United States, constituting as it will a new through route between the West and the seaboard, opening new and extensive coal and iron fields, and developing a most important section of country to contribute to its way traffic.—*St. Louis Republican*.

The Augusta Chronicle says that the Wilmington and Manchester Railroad is rapidly nearing Columbia, from whence it will be prosecuted with all dispatch to Augusta; and that there is some talk of tapping the Air Line Railroad between Greenville and Laurens Court House, and running another air line railway to Augusta via

Laurens Court House, Ninety-Six and the Pine House.

International Railroad.

The engineer, Mr. Ramsay, and his assistants, are now exploring the route from Bury to Lake Megantic, and the Boundary Line. We understand the Directors have decided to adopt the route recently surveyed from Leamoxville to Bury, by way of Johnville, Birchton, and "Slab City," distance about 27 miles. The G. T. R. Company having removed (or decided to remove) their machine and engine repair works to Richmond, it is said that the large engine house and the brick repair shop has been offered to the Passumpsic R. R. Co., and that the Massawippi railway will be extended to Sherbrooke by means of a third rail on the G. T. track.—*Sherbrooke Gazette*.

The St. Louis and St. Joseph Railroad, running from the Missouri river, opposite Lexington, to St. Joseph, seventy-two miles, was sold at public auction at St. Louis on the 13th inst., for \$138,000. The sale was made under the order of the United States District Court. The liabilities of the road are \$1,000,000 of first mortgage bonds; one year's unpaid interest, about \$70,000; a floating debt of some \$200,000, and \$400,000 owing to the North Missouri Railroad. Daniel H. Armstrong, of St. Louis, was the purchaser.

The Baltimore Sun says that Col. S. R. Johnson, with a corps of engineers, is engaged in surveying the route for a new railroad between Baltimore and Philadelphia, under the auspices of the Baltimore and Ohio Railroad Company. This proposed new route is designed to make the connection between Baltimore and the East more direct, and it is presumed will strike the river as nearly as possible opposite Locust Point.

The Pittsburg Chronicle says it is expected that the Pittsburgh, Virginia and Charlestown Railroad will be in running order by Christmas, from South Pittsburg to Dravescburg, opposite McKeesport. There are some six sections now let to reliable contractors, who have an aggregate of about five hundred men employed, and will put on larger forces should it be necessary to the completion of that portion of the work within the time specified.

A three-foot gauge road is building between Phenicia and Hunter, in Ulster County. The cars for this road are to be 35 feet in length, 7 feet in width, and 10½ feet in height. They will weigh 15,000 pounds, and will accommodate 35 passengers each. The main sills of the cars will be only 27 inches above the rail, while those of six-foot gauge cars are 75 inches above.

The engineers, General Craigbill, of Baltimore, and Strickland Koeass, Esq., of Philadelphia, appointed to examine plans for the improvement of Jones' Falls, are busily engaged in their duties, and will report before the final adjournment of the present City Council.

A. DEGRAFF & Co., railroad contractors, have removed their forces from the main line of the St. P. & P. R. R., and transferred them to the vicinity of Sauk Rapids, preparatory to commencing the grading of the Sauk Valley Branch of the Northern Pacific Railroad.

The Morris Canal and Banking Company have declared a dividend of \$3 25 per share on the preferred stock, and \$1 30 per share on the consolidated stock, free of tax.

Journal of Railroad Law.

RAILROAD COMPANIES—CAN A PERSON WITH HIS ARM OUT A CAR WINDOW WHO IS INJURED BY A PASSING TRAIN, RECOVER?—PRINCIPLE OF CONTRIBUTORY NEGLIGENCE.

The facts in the recent case of *The Chicago and Alton Railroad Company vs. Pondrum* (51 Ill., 333) are fully and clearly stated in the following opinion by

WALKER, J.—It appears that appellee was a passenger on appellants' road on the afternoon of the 17th of September, 1867, from Bloomington to Chicago. He had purchased a ticket for a first class car, and left Bloomington at noon, and arrived at Chicago at 9 o'clock in the evening on the same day. On approaching Twelfth street, it appears that the train stopped as usual, and appellee swears he saw a long freight train on the right hand side of the car in which he was sitting. He seems to have been by a window on that side. He seems to have remained in his seat and had his arm resting on the window sill, while the window was open, and he swears that as the train was approaching Twelfth street, his right arm was seized by some sharp pointed instrument and was drawn out of the window, and forced back against the rear window frame and was broken just above the elbow joint.

Another witness swears that he was at the time looking at appellee, and that his arm was resting on the window sill and his hand hanging down on the inside of the car. Neither witness saw what it was that came in contact with appellee's arm. An inspection of the sleeve of the coat worn by appellee at the time, submitted to us by agreement of counsel for our examination, shows, that on the under side of the sleeve, near the lower end, the cloth was considerably broken and torn. The theory of appellee's counsel is, that some iron instrument, protruding from the rear end of the freight train, entered the car window and came in contact with appellee's arm near the wrist, and pulled or forced it backward until it was fractured above the elbow, the face or side of the window forming the fulcrum. Appellants' counsel contend that his arm was outside of the window and came in contact with some stationary body, by which it was forced backward against the window frame and thus broken.

We are unable to conceive how an instrument could be contrived or formed, attached to the corner of a freight car, that could pass into a window and seize a man's arm near the wrist, hanging down several inches below the base of the window, and not only so, but seize it on the under side of the arm, and hold it firmly and force the arm back, as this seems to have been done. If not impossible, we suppose it is extremely improbable. We can find no solution to the occurrence in that mode, yet this seems to have been the theory of both appellee and the other passenger. If an iron instrument of sufficient length to enter the car far enough to accomplish this purpose, had protruded from the rear end of a freight car standing near the track when this train passed, it certainly would have come in violent contact with the front part of the coach in which appellee was riding, and the friction would certainly have been so violent as to have attracted the attention of all persons in the car. Again, the

description of its situation given by appellee and the passenger must have been at least four or five inches in from the outer surface of the car, and it may be asked, how it could have passed the forward part of the train and this car without being broken off or bent so that it would not have passed so far into the car window as to produce the results that it is insisted were thus accomplished.

Nor do we see that it is in the least probable that such an instrument could have been thrust into the window by the backing of the freight train. It is true, that if a spike or bar of iron had protruded backward from the rear of the freight car, and it had been backing at the time, it is not impossible that the iron rod could have entered the window, but it is impossible that it could, after entering the window some four inches above the wrist, have instantly by its own gravity, curved downward so as to come in contact with the under side of the wrist; and the same may be said if the freight car was stationary. We are for these reasons, satisfied that the injury was not inflicted in that mode, although appellee and the other passenger no doubt honestly believed that it was. Neither of them saw the instrument that produced the injury, it was sudden, startling and unexpected; they were most probably not observant of all the surroundings and their relations to each other. Not having expected the occurrence, perhaps neither of them was noticing the actual position of appellee's arm at the time of the contact.

While at most, we may, with the facts we have before us, be able to do no more than arrive at a reasonable conclusion, still it appears to us that the most natural and probable theory is, that appellee had his elbow resting on the window sill, with his arm extending outward and upward, and in passing the rear end of the freight train, it was so near the passenger car that his wrist came in contact with the corner of the rear car, and if the speed was sufficiently rapid, the force would be so great that the arm would not be readily withdrawn, and as the pressure increased it would not only force the arm back until it was broken, but it would render the slipping of the arm so difficult, that as it dragged past, it would most likely produce rents in the sleeve, at the place and of the shape found to have been made in the coat sleeve. This, we think, was the manner in which the injury most probably occurred. This, to us, seems reasonable and satisfactory.

The question then arises, whether having the arm casually outside of the car in that manner, was negligence, and if so, was there greater negligence in the company in permitting its freight cars to stand so near the track as to produce the injury in the manner we suppose it occurred; and if both parties were guilty of negligence, was that of appellee relatively slight when compared with that of appellants? For a passenger to allow his arm to rest on the window sill and slightly project beyond the outside surface of the car, may be, in some degree, negligence, but observation teaches that to do so is not uncommon with passengers. It is frequently done through inadvertence, and when done intentionally, it is upon the supposition that all railway companies have their track free from obstructions, and that they permit nothing to remain so near to the track as would ren-

der it dangerous to permit the hand to pass a few inches beyond the outside of a car window.

We have been referred to a number of cases in other Courts, and the earlier cases decided in this Court, as announcing the rule, that when there is contributory negligence, the plaintiff cannot recover. The established doctrine of this Court is, that where the negligence of the plaintiff is slight as compared with that of defendant, a recovery may nevertheless be had. We are fully aware this is apparently opposed to the decisions of some Courts, but it is more apparent than real, as recoveries are permitted in those Courts where acts of the plaintiff should be regarded as slightly negligent, not equal to ordinary care; and by requiring the greatest possible precaution on the part of the carrier.

In the case of *Spencer vs. The Milwaukee and Prairie Du Chien R. R. Co.*, 17 Wis., 487, a case very similar in all of its material facts to the case at bar, the Court say:

"When we consider the manner in which railroad cars are usually constructed—with windows so that they can be opened, and arranged at a sufficient height from the seat, so that passengers will almost unconsciously place their arms upon the sill for support—there being no bars or slats before the window to prevent their doing so—then to say if a passenger's arm extends in the slightest degree beyond the outside surface, he is wanting in proper care and attention, and if an injury happens he cannot recover, because his conduct must have necessarily contributed to the result appears to us to be laying down a very arbitrary and unreasonable rule of law."

"It is probably the habit of every person, while riding in the cars, to rest the arm upon the base of the window. If the window is open, it is liable to extend slightly outside. This we suppose is common habit."

"There is always more or less space between the outside of the car and any structure erected by the side of the track, and must necessarily be so, to accommodate the motion of the car."

"Passengers know this, and regulate their conduct accordingly; they do not suppose that the agents and managers of the road suffer obstacles to be so placed as to barely miss the car while passing. And it seems to us almost absurd to hold that in every case, and under all circumstances if the party injured had his arm the smallest fraction of an inch beyond the outside surface, he was wanting in ordinary care and prudence."

In the case of *Laing vs. Colder et al* 8 Penn. State R., 479, it was held, that a person traveling on a railroad car, who permitted his hand to extend outside of the window, and thereby had his arm broken in passing a bridge, could not recover if the agents of the company had given timely notice of the danger which the plaintiff might have avoided. It will be observed, that this case turns upon the fact that notice had been given to the passenger not to put his hand outside of the window. Had the notice not been given, we may infer, the Court would have held the company liable.

In the case of the *New Jersey Railway Co. vs. Quinard*, 9 Harris, 203, the same Court say, that "a carrier of either goods or passengers is bound to provide a carriage or vehicle, perfect in all its

parts; in default of which he becomes liable for any loss or injury that may be suffered, provided, it happened without negligence or misconduct on the part of the party injured. A carrier of passengers is bound to omit no precaution that may conduce to their safety. He is bound to guard against every apparent danger that may beset them. The dangers incident to traveling in railway cars are few in comparison with those incident to other modes of traveling; but the most prominent of them is risk of injury to limbs stuck out of windows, where the cars are not so constructed as to prevent it. Any one who has traveled by railway must have observed that even the most careful passengers forget the risk, and unconsciously suffer their elbows to slip out beyond the window sill. What can a carrier do to prevent it? no more is required than a few metallic rods set in the windows perpendicularly or horizontally, or a netting of wire work, or even wood-slats. None of these would materially impede the circulation of the air, or abridge the comfort of the passengers, while it would make their safety sure. A car without any of these appliances, is, to coin a phrase, not road worthy, and a carrier is responsible for any loss that may happen from that cause alone. Risking his passengers in an unsafe car, it behooves him to use every means in his power to guard against danger from it at dangerous places, by audibly proclaiming in the car the necessity of keeping arms and heads inside. Should any one disregard such warning, he would incur the charge of willful neglect of his own safety, and where there is negligence on both sides, neither party is answerable for any injury from it."

We are aware that this last case has been overruled by the case of *The Pittsburgh and Connellsville Railroad Company vs. McClurg* (Law Register for March, 1868). But we think the former case the better considered of the two, and to be based on sounder reasons and more in harmony with the analogies of the law, and entitled to more weight.

But even if it were to be conceded that it was negligence on the part of the appellee to have had his arm outside of the car window, should he be precluded from a recovery? Was it negligence on the part of the railway company to permit cars or other heavy or permanent bodies to stand so near their track, that cars in motion must pass within a few inches of such bodies? we suppose it to be a clear and undeniable duty of a railway company to keep its track clear of such obstructions; and a failure to do so, is gross negligence. With such objects so nearly in contact with cars running at a high rate of speed, life must necessarily be endangered; and when such negligence as appellee may have been guilty of, is compared with the negligence of permitting a freight train to stand so near the track of a passenger train as to produce the injury which did occur, the former is slight and the latter is gross. And it has long been the settled law of this Court, in such cases to compare the negligence of both parties, and even if the plaintiff is guilty of negligence, which is slight, as compared with that of the defendant, he may recover. *St. Louis and Alton R. R. Co. vs. Todd*, 36 Ill., 409. This case, besides a large number of others in our Court, announce the rule, and notwithstanding other Courts have adopted

and acted upon a different rule, we regard it as firmly established in this State.

But even under the contrary rule there are authorities of weight which would justify us in holding that the protrusion of appellee's hand through the car window was not negligence, and that permitting freight cars to stand so near the track for the passenger cars was gross negligence. In the case of *Spencer vs. The Milwaukee and Prairie du Chien R. R. Co.*, 17 Wis., 490, it was held, where a passenger, while the train was passing over a bridge, had his arm outside of the car window, and it came in contact with a brace in the bridge, which had become loosened and dropped down ward, and the hand was injured, there was not negligence on the part of the plaintiff, while there was on the part of the company.

An examination of the instructions given in this case, shows that the rules announced and applied by this Court in reference to negligence, were fairly stated to the jury, and could not have misled them; and the evidence sustains the verdict.

The verdict found and returned by the jury was, no doubt, excessive, but the Court below required appellee to remit all but \$2,500, or he would grant a new trial. The appellee did, and the Court rendered judgment for that sum. While the verdict, after the *remittitur* was entered, was still large, we are not prepared to say, that it is so far excessive as to require the judgment to be reversed. It is not so large as to strike us that it could only be the result of passion, prejudice, or mistake.

The judgment of the Court below is affirmed. Judgment affirmed.

Illinois Central Railroad.

The statement of this Company for the month of August, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands		
Sold	3,534.90 for	\$35,610 50
Acres Int. Fund Lands		
sold		
Acres Free Lands sold..	120.00 for	2,591 60
Total sales during month of August, 1871	3,654.90 for	\$38,202 10
To which add Town Lot Sales		95 00

Total of all

3,654.90 for	\$38,297 10
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Cash collected in August, 1871

\$127,722 03

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 402 Miles.	Total. 1109 Miles.
Freight	\$497,139 00	\$82,420 00	\$579,559 00
Passengers...	124,262 38	89,112 35	163,374 73
Mails	6,375 00	3,059 33	9,434 33
Other sources	79,000 00	2,940 67	81,940 67
Tot. Aug., '71	\$706,776 38	\$127,532 35	\$834,308 73
Tot. act'l earn- ings, Aug., '70	\$753,566 94	\$145,484 54	\$899,051 48

A circular has been addressed to the creditors of the Connecticut Air Line Railroad, urging them to agree to a settlement of their claims for one-half second mortgage bonds guaranteed by the towns, and one-half unguaranteed; otherwise, the road will shortly pass into the hands of the first mortgage bondholders, every dollar of the unsecured claims will prove a total loss, and the completion of the road will be indefinitely postponed.

Washington and East Alexandria Railroad.

A certificate of incorporation under the act of Congress of May 5, 1870, has been filed and recorded in the office of the Recorder of Deeds for the Washington and East Alexandria Railroad Company, for the purpose of constructing a railroad between the cities of Washington, in the District of Columbia and Alexandria, in the State of Virginia. The certificate recites that \$50,000 worth of stock has been subscribed for and ten per cent. paid in, and that the purpose of the Company is to locate and construct and operate a railroad for freight, passengers and the United States mails between the cities named. The capital stock is to be \$100,000, in shares of \$100 each, and the number of Directors is fixed at seven, as follows: Isaac Miller, Brooklyn; Gideon S. Walker, Jersey City; George S. Wilcox, Brooklyn; Henry Randall, New York city; Edwin L. Brady, Jersey City; J. W. Lamson, Brooklyn—each one hundred shares; John N. Stoddard, New York, ten shares.

Chicago, Danville and Vincennes Railroad.

The Chicago, Danville and Vincennes Railroad is complete to within eighteen miles of Danville, about ten miles south of the Vermillion county line. By the first of October it is expected to have the rails laid to Danville, where it will be met by the Evansville, Terre Haute and Chicago Road, which is now in operation from Terre Haute northward, in Indiana, to Perryville, within twelve miles of Danville. Besides this Indiana line there are two other southern connections of the Chicago, Danville and Vincennes Road in contemplation. A road is projected to run from Danville—or possibly from Rossville, about eighteen miles north of Danville—southwardly through Charleston to Flora, the intersection of the Ohio and Mississippi and the Springfield and Southeastern Roads. Here, by harmonious arrangements with the Springfield and Illinois Southeastern Company, a very direct north and south route will be formed between Chicago and Shawneetown; and it is proposed to extend the line from Shawneetown to Paducah, and thus secure more advantageous southern connections. From Charleston northward a subscription of about \$5,000 a mile has already been secured.

Pittsburgh and Connellsville Railroad.

The Cumberland (Md.) *News* of 6th inst., states that on Monday trains passed safely through Brooke tunnel on the line of the Pittsburgh and Connellsville railroad. The *News* adds:

The connection is now complete, by easy grade, over the entire length of road, Brooke tunnel being the last piece of work unfinished at the time of the formal opening. This tunnel has been christened "Shoo Fly" by the hands at work there, and the passenger on a train of cars going over the summit of the hill was pretty sure to retain a vivid impression of the flight, and although the "Shoo Fly" crossing is now no more, a remembrance of its perilous looking trestlings, short curves and fearful precipices will live in the memory of every person traveling over its summit. The passage through the tunnel is but about sixteen hundred feet, and is made in about one minute. The completion of the tunnel greatly facilitates travel and trade over the road, as all the trouble and delay occasioned in crossing is at last removed.

At an election of directors of the Monticello and Port Jervis Railroad company, in Port Jervis last week the Erie managers, who had purchased a controlling amount of stock, elected seven of their number to the Board of Directors, namely: James Fisk, jr., Jay Gould, Justin D. White, L. D. Rucker, Geo. S. Hall, Geo. S. Redington, H. N. Otis. The road has been run as a branch of the Erie during the past year.

Buffalo and Lake Huron Railway.
REPORT OF THE DIRECTORS FOR THE HALF YEAR
ENDING JUNE 30, 1871.

The Directors have now the pleasure to lay before the Shareholders, a statement of accounts for the half-year ending June 30. It will be seen that the revenue account shows a more favorable aspect this half year, the charges having been reduced as was anticipated. The credit balance applicable to dividend is £5,460. Out of this sum the Directors recommend a distribution of 1s. 6d. per share, free of income-tax, which will absorb £4,037, and leave £1,423 to be carried forward to the current half-year. Many of the old preference and other shares still remain unconverted, and should be sent into the Company's office forthwith. The loans, which in the last report stood at £55,000, were reduced to £45,000 on June 30, and now stand at £35,000. The aggregate bonded debt of the Company remains unaltered. The last report intimated that the secretary had been under the necessity, at great personal inconvenience, of again proceeding to Canada, for the purpose of furnishing evidence in Chancery in the suit of *Allchin v. the Buffalo Company*. After considerable labor he succeeded in bringing matters to such a position, that a most eminent counsel advises the board no further serious difficulty need be apprehended. The long vacation intervening before he could obtain the final decree of the Vice Chancellor to the Company's appeal, it remains for our counsel in the case to procure this decision in November next. The claims in respect to right of way, and the sale of the surplus lands, were also arranged during the secretary's stay in Canada. A resolution will be submitted by the board to the meeting, recommending some substantial recognition of his laborious and successful efforts on behalf of the Company's interests. The Directors of the Company retire at this meeting, but are eligible for re-election.

The bond capital amounted to £763,558 and the share capital to £525,185, and £54,950 in the hands of the Company; total, £1,343,643. The Grand Trunk rent for the half-year ending June 30 last, amounted to £25,000, from which was deducted £20,998 for interest coupons. £895 for expenses, leaving a balance of £3,107, to which was added £2,352 balances and transfer fees, making available for dividend £5,459.

Cotton Crop of the United States.

For several years past the actual yield of cotton in the United States has been larger than most of the previous estimates. In connection with the annual statement, we have published for more than a score of years our summary of the prospects, carefully compiled from our large correspondence, which extends over every portion of the cotton fields, and this has proved to be far nearer the actual total, when the crop was gathered, than the average public estimates. Last year at this date we said: "The stand is good for nearly four million bales, if it can all mature and be picked. All that the yield falls below the even millions will be due to causes still to operate upon the growing and picking of the crop." We looked for early frost and feared that this might shorten the picking season but it was evident that a very large yield would be gathered if no such interruption occurred. We received from a great variety of sources, many severe rebukes for our "extravagance" in suggesting so large a crop. We gave most of the writers due credit for their sincerity. It does not follow as a matter of course that a planter who predicts but half a crop is necessarily dishonest. His own fields have suffered, and he therefore reasons from the less to the greater, and estimates the whole area planted by that which falls under his eye. If every planter would do this, an average of the reports would present the exact truth; but we all know that only the sufferer complains, while those who have a fine prospect are apt to keep it to themselves. For this reason, unless we heard many serious complaints

from different parts of the country, we should know that the growth was enormous; and after examining and crediting such as we receive, we still find a large margin for hopefulness. The crop just reported by the *New York Shipping List*, in whose hands this duty has been placed for many years, and to which we are indebted for an advance copy, is 4,347,006 bales.

Prices have fluctuated within narrower limits than during the preceding year, when from the opening at 35 cents it ran down toward the close to about half that figure. The opening in September, 1870, for low middling was 18½; it advanced before 7th to 19½, then by a series of declines fell to 16 on the 30th; during October the market showed a slight gain; on the 1st, 15½ was quoted; on the 14th, 15; on the 24th, 17, and on the 31st, 16½, during November the changes were less marked than in the previous months, opening at 16½, touching 16½ on the 4th, declining to 15½ on the 10th, and closing at 15½; December brought a weak market, starting at 15½, the highest price, and closing at 14½, the lowest figure being 14½ on the 15th; the range in January was a trifle lower, running from 14½ on the 4th to 14½ on the 6th, 15½ on the 26th, and closing at 15; February prices were again lower, ranging from 14½ to 14½. March and April exhibited no more than the variations caused by the daily increase and decrease of demand. May opened at 14, and the market steadily advanced till the close of June, at which time 19½ was the quoted rate. July and August prices were influenced largely by the rates of contracts and the manipulations of speculators. On the 8th of July, 20½ was reached, and on the 15th of August, 17½, these being the extreme rates.

The following will show the yield in different sections as nearly as these can be divided:

COMPARATIVE PRODUCT OF COTTON.

	1868-9.	1869-70.	1870-1.
Louisiana	794,205	1,142,097	1,446,490
Alabama	230,826	305,956	404,673
Texas	147,817	246,284	314,484
Florida	13,392	23,194	16,688
Georgia	357,253	485,374	725,528
South Carolina...	198,943	246,593	350,692
North Carolina...	35,912	58,884	77,223
Virginia	160,418	203,981	339,175
Tennessee, &c ..	321,891	322,386	580,813
Manuf. at South..	.....	79,843	91,240

Total bales....2,260,557 3,114,592 4,347,006
The exports, of course, show a large increase divided in destination as follows:

EXPORTS OF COTTON TO FOREIGN PORTS.

	1868-9.	1869-70.	1870-1.
To Gt. Britain....	989,500	1,475,444	2,345,998
To France	224,527	346,706	138,869
To N. Europe....	177,182	255,315	496,377
To other ports....	56,434	96,094	152,928

Total bales....1,447,643 2,173,559 3,134,172
The total consumed in the United States, including all burned at the ports, can never be given with perfect accuracy, and there is much dispute on this point. The following are the figures given in our quoted authority.

HOME CONSUMPTION OF COTTON.

	North of Virginia.	Elsewhere.	Total.
1856-7, bales....	665,718	154,218	819,936
1857-8, "	452,185	143,376	595,562
1858-9, "	760,218	167,433	927,651
1859-60, "	686,521	185,522	972,043
1860-1, "	650,357	193,383	843,740
1865-6, "	594,000	72,000	666,000
1866-7, "	650,000	80,000	730,000
1867-8, "	884,281	81,385	965,666
1868-9, "	846,756	79,498	926,254
1869-70, "	777,241	85,265	862,506
1870-1, "	1,072,426	94,542	1,166,968

We now present our usual comparison of the total crop of each year since 1820. The total given as the crop of 1865-6 includes a large amount grown in preceding years, but not sent forward until the ports were opened; the period

of the war has been filled up with accepted estimates:

COMPARATIVE CROP STATEMENT.

	Bales.		Bales.
1820-1	430,000	1846-7	1,778,651
1821-2	455,000	1847-8	2,347,634
1822-3	490,000	1848-9	2,728,596
1823-4	509,158	1849-50	2,096,706
1824-5	569,249	1850-1	2,355,257
1825-6	720,027	1851-2	3,015,029
1826-7	957,281	1852-3	3,262,882
1827-8	727,593	1853-4	2,930,027
1828-9	870,415	1854-5	2,847,339
1829-30	976,845	1855-6	3,527,845
1830-1	1,038,848	1856-7	3,939,519
1831-2	987,477	1857-8	3,113,962
1832-3	1,070,438	1858-9	3,851,481
1833-4	1,205,324	1859-60	4,669,770
1834-5	1,254,328	1860-1	3,656,086
1835-6	1,360,725	1861-2 (est.) ..	4,800,000
1836-7	1,422,930	1862-3 (est.) ..	1,500,000
1837-8	1,801,497	1863-4 (est.) ..	500,000
1838-9	1,360,532	1864-5 (est.) ..	300,000
1839-40	2,177,835	1865-6	2,154,476
1840-1	1,634,945	1866-7	1,951,988
1841-2	1,683,574	1867-8	2,430,893
1842-3	2,378,876	1868-9	2,260,557
1843-4	2,030,409	1869-70	3,114,592
1844-5	2,394,503	1870-1	4,347,006
1845-6	2,100,537		

The Sea Island crop included in the last-mentioned total amounted to 20,818 bales. The highest heretofore given was 47,592 bales in 1858-9; the smallest was 18,054, and this was the total for the year 1868-9.

There is still much difference of opinion in regard to the growing crop. In some sections less was actually planted this year than last. In Louisiana and Mississippi the early rains were quite damaging, and the grass seemed for awhile to get the better of the plant. In Texas a great area was planted, but the heavy rains at first and subsequent drouth cut down the very large estimates for that State. On the seaboard, all these and other damaging causes have been reported in various localities. At one time, so much outcry was made that the range of estimates was mostly at or below three and a quarter million bales; this has gradually increased under more favorable indications, so that now the range is usually from three and a half to three and three quarters millions, three and a half being the fair average of reasonable expectations, although if nothing untoward occur we do not think the larger quantity a very extravagant estimate.—*Journal of Commerce.*

At the annual meeting of the stockholders of the Southern Central Railroad Company at Auburn, on the 6th inst., the following gentlemen were elected directors for the ensuing year: Homer N. Lockwood, Wm. H. Seward, Jr., Adam Miller, Charles G. Briggs, A. H. Gloss, D. M. Osborne, John J. Taylor, Thomas C. Platt, C. I. Rich, J. W. Dwight, H. K. Clark, George I. Post, Charles F. Welles. John J. Taylor, was elected President; George I. Post, vice-President, Wm. H. Seward, Jr., treasurer, and Homer N. Lockwood secretary.

The managers of the Waynesburg Branch Railroad from Downingtown to Waynesburg, (Pa.) are now surveying the route twelve miles beyond, on which, when completed, cars will be run to New Holland, and will connect with the railroad from Columbia to Reading. This will open the greatest coal route in the State.

The Vineland (N. J.) Railroad is now completed to Bridgeton, and regular passenger trains are running. Passengers can now go from that city to New York direct, and connect at all points on the Camden and Atlantic Road.

The La Cede and Fort Scott Railroad Company have closed a contract with John Fallon, G. S. Fitch, and Orville Grant for the construction of a railroad from Fort Scott, Kansas, to Centralia or Odin, to be completed in two years. The road will cross the Mississippi River at St. Genevieve, Mo., and traverse some of the richest mineral districts of Missouri and the extensive coal-beds of Illinois.

The Bangor Whig says Messrs. Sawyer, Berry & Co., contractors on the Bangor and Piscataquis Railroad extension, are pushing the work vigorously, especially on the Dover end of the line. Three hundred and fifty men are employed in grading, and three miles of the road will be ready for the iron in less than two weeks.

The Worcester and Somerset Railroad Company have contracted with the National Iron Company for the iron for their entire line from Newtown to its junction with the existing Peninsula railroad system in Somerset county, Md.

The Portsmouth, Great Falls and Conway Company have just extended their White Mountain line as far as Ossipee, and now they are proposing to reach Wolfeborough by a branch.

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To Contractors.

PROPOSALS WILL BE RECEIVED AT THIS Office until the 20th day of September instant, for the Grubbing, Clearing, Grading and Masonry and for furnishing Timber for trestle work and Cross Ties for the Augusta and Hartwell Railroad of Georgia. All necessary information will be furnished on application at this office.

E. HANFORD, Contractor,
20 Nassau st., New York.

Notice to Contractors.

PROPOSALS will be received by the undersigned for Grading, Bridging and Superstructure, (including rails and cross-ties,) for the Lancaster Railroad, until September 30, 1871. Profiles and specifications can be seen at the office of the Engineer, C. C. F. BENT, Lancaster, Mass.

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It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to \$20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

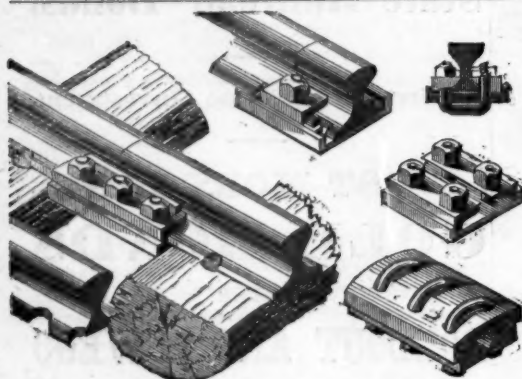
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Fig. No. 1, Car Loaded & at Rest.

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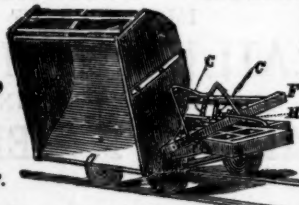


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

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Sept. 15, steamer **RISEING STAR**, Capt. H. P. CONNER, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall via Kingston, connecting at Panama with steamer **COLORADO**, Capt. —, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Sept. 13.

Steamer **CHINA** will leave San Francisco, Sept. 30, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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